

Kingsford to Centennial Park – Walking and Cycling Improvements Project Community Forum Feedback

A community forum was held on Monday 8 April 2024 at the Kensington Community Centre to hear resident feedback and experiences of the Kingsford to Centennial Park walking and cycling improvements project (K2CP).

Attended by Councillors Veitch, Hay and Luxford, more than 20 residents spoke on the night.

To summarise the feedback received at the community forum, this document provides:

- Summary of top 3 of positive and negative feedbacks
- Feedback received at the K2CP community forum on Monday April 8, 6pm, Kensington Park Community Centre
 - Transcript of speakers at the community forum
 - Written submissions at community forum
 - Email submissions
 - SurveyMonkey submissions (comments made through registration form)
- Responses to each feedback.

Through the community forum, Council heard from / through:

- 18 speakers
- 5 questions from the speakers
- 2 written submissions at the community forum
- 5 email submissions
- 27 written submissions at the registrations.

This is in total, 58 submissions and these feedback were received from 45 community members.

Of these feedback received, 14 were generally negative and 23 are generally positive.

The top 3 positive comments were:

1. Cycling and cycleways in general is supported.
2. The K2CP cycleway is a positive change.
3. The K2CP cycleway is great for families and children.

The top 3 issues raised were:

1. It is difficult to get in and out of driveways.
2. Sight visibility is poor accessing driveways.
3. The road is too narrow and is unsafe.

The following are the transcripts of the speakers and comments received and Council's response to each one of them.

1 Transcript of Speakers

Speaker 1:

Thank you. Firstly, I just wanted to say thank you for the opportunity. On the whole, I think the cycleway in the area is a positive step forward. And all for greening the planet and that type of thing. However, I don't think there's been adequate planning or taking into consideration the safety implications of - for the residents and the pedestrians. And I actually have grave concerns that there will be a tragic accident, on specific parts of Doncaster Avenue. I'm a resident of Doncaster Avenue. we back onto the racecourse, you know, the block between Ascot and Bowral. So, I've got five key points, with some constructive suggestions.

The width of the road, particularly between the school and Ascot, is very narrow. And it's extremely dangerous getting in and out of the cars on both the cycleway side and the road side. You can't get out of your car if there's traffic coming along or if there's a bike there. So putting children in and out is extremely dangerous.

The side mirrors are being knocked off cars. Residents are forced to change cars for their safety. So consider - I'd like to take consideration for that section, of a one way section on the street if the width can't be increased. So what is the most cost effective way? Whether that portion of this road can be made one way. And if nothing else, insert some more reflectors just to highlight the width of the road as well.

Secondly, the speed of the traffic; cars aren't slowing down. Though it's now meant to be 40, I think the signage needs to be increased around on the road, so put it everywhere, because cars definitely aren't acknowledging that it's at 40km/h now.

And leading on to that, the pedestrian crossing by the big roundabout at Ascot Street. The roundabout is enormous, which I understand is to slow down cars, however, cars are going over the top of it. So whether there could be planting in the middle or something, to slow them down, would be beneficial. There's no signage there that there's a pedestrian crossing. I've lived in the area for 16 years and I now feel completely unsafe crossing the road on the pedestrian crossing every single time since it's been in, cars have not stopped for me and I cross it daily, so they're not aware. So can there be some signage? It's not currently safe to use. Whether it can be raised like other parts of Doncaster with the speed bump - I understand a speed bump going into a roundabout, but - it is very dangerous, and whether there's CCTV or something can be put in there. So what are the consequences?

The left turn into Doncaster Avenue from Todman, cars are turning from the right lane. Either they're coming into oncoming traffic or cutting across cars. So can the Todman right lane have a right arrow put on to it? Or if it's one way that, you know, they can't come - sorry, I've run out of time. And just some more parking as well, on Ascot Street. Thank you.

Council Response:

Thank you for your time to attend the Community Forum on 8 April 2024 and to provide your comments on Kingsford the Centennial Park Walking and Cycling Improvements Project.

Narrow Road

The road cross-section of Doncaster Avenue was considered appropriate as it had the least impact to the existing footpath and trees, maintained parking opportunities on both sides of the road and provided a travel lane in each direction - whilst also providing a new separated cycleway.

This cross-section is as per the relevant technical requirements and guidelines and was included as a component of the community consultation. The lane width designs were reviewed by the K2CP design consultants; as well as by Transport for NSW (TfNSW). Each

agency confirmed that the lane widths meet the latest standards and guideline requirements. There are other roads that are in similar narrowness or even narrower.

The purpose of the narrow travel lanes is to make vehicle drivers cautious of the surrounding environment and to contribute to improved pedestrian and cyclist safety as motorists reduce their speed through the neighbourhood. In traffic engineering narrowing of the traffic lanes, to induce slower traffic speeds, is a typical practice where pedestrian or bike rider movements are expected. For more information, please see

<https://www.transport.nsw.gov.au/roadsafety/topics-tips/speeding>.

Making Doncaster Avenue one-way was considered (one travel lane with parking spaces on both sides, but it would induce higher traffic speed due to wider lanes and no opposing traffic. It would also have significant impact on the traffic movement in the area given the unavailability of an appropriate alternate option, resulting in detours.

Since the Community Forum, to further support the traffic calming of the area, the Kensington North 40km/h speed zone has been implemented on 2 May 2024 with signs enforced and the “40” stencils installed. Variable Message Signs were placed at the entrances to the area to advise of the changes.

To also better guide drivers, edge lines were installed along the western side of Doncaster Avenue, from Kensington Public School drop-off and pick-up area up to Ascot Street.

Accessing Parked Vehicles

In terms of accessing parked vehicles, regular gaps arise as a result of the “platooning” of vehicles due to the traffic signals at Alison Road and at Todman Avenue. Generally, traffic flow is tidal - during morning peak hours people will be heading north and during evening peak hours, they will generally be heading south. Given this tidal flow and “platooning” of vehicle flows, there will be regular opportunities to occupy the space next to the car and assist others in getting in and out of the car.

For the Kensington Public School frontage, whilst it still maintained the design cross-section that meet applicable standards and guidelines, the requirement for a southbound right-turn lane on Doncaster Avenue (at Todman Avenue) causes a localised width constraint, limiting the available space / width of road. Given the tight constraints at this location, the Council approached TfNSW to ascertain if there could be consideration of the combining of the southbound right turn lane with the southbound through traffic lane, to gain some additional space. However, TfNSW advised that combining the southbound right turn lane and the through traffic lane would have a very significant effect upon the efficiency of the Todman Avenue / Doncaster Avenue traffic signals, resulting in unacceptable delays to all traffic movements. This option was not endorsed by TfNSW.

Given the parents and children activities at the drop-off and pick-up layby along the Doncaster Avenue frontage of the school, Council is currently monitoring this area.

Below are some safety tips for when accessing the parked vehicles along the cycleway:

- Take extra care when opening doors where vehicles or cyclists may be approaching.
- Use your side mirrors to check for cyclist before opening the vehicle door.
- Consider using the 'Dutch Reach' technique (using your left hand to open the driver side door or right hand for the passenger side) when opening your door so your body and head turn, and you can see approaching riders or vehicles.
- Look both ways for oncoming bikes when crossing the cycleway to the footpath.

Ascot Street Roundabout

The centre island was designed as per standards and, as you noted, was designed to slow down the vehicles. Unfortunately, given the higher number of larger vehicles required for Australian Turf Club, the centre island cannot have any planting in the middle.

In terms of the pedestrian crossing on the southern leg of the intersection, unfortunately, to eliminate any impacts on the overland flow for drainage, a raised crossing was not feasible at this location. Based on your feedback, additional linemarking and/or signage treatments may be considered.

Todman Avenue / Doncaster Avenue intersection

Typically lanes are not marked with arrows at signalised t-intersections, however, we will consider the eastbound left-turn arrow on the northern lane and right-turn arrow on the southern lane on Todman Avenue at Doncaster Avenue and relay your concerns to our Transport for NSW representatives as they manage all attributes at signalised intersections.

For additional cycleway safety, please refer to

<https://www.randwick.nsw.gov.au/services/roads/road-safety/cycleway-safety> for more information.

Speaker 2:

Good evening everyone. My message is short and sweet. My husband and I have lived in this area for 53 years. And with the introduction of this cycleway, we feel also quite unsafe, both driving and walking along Doncaster Avenue. The issue we have with the track is difficulty getting in and out of our driveway. Both single and groups of cyclists are using the road and not the cycleway. Drivers struggling to find parking squeeze into whatever spaces are available, which infringe into the space of our driveway as well, resulting in protruding rears and front of the cars into our driveways.

It's difficult seeing through the cars and past the cars when you're trying to get out of your driveway. Cyclists are just zooming past. The cyclists are not considerate towards other people trying to get out of their driveways. They're just zooming past, quite unaware. which makes it very dangerous for us. And very scary because quite a few times I've had to hit on my brakes very hard to avoid a cyclist, and they've just breezed by like nothing's happened. So if I was to run over that cyclist, whose fault would it be? Mine.

Drivers attempting to exit their driveways are just very, very nervous in the whole area. Entering our driveway is also very stressful, coming from the Day Avenue side. Because the road is now a lot narrower, and with the cars parked right up to the edge of your driveway, it's not easy to swing in. So you've got to wait for the oncoming traffic to stop or to finish coming, before you can actually make a bit of a swing into the oncoming traffic lane, to swing into your driveway.

And that's also being made extra hard by nervous drivers behind you, making you feel more nervous as you're trying to work your way into your own driveway. So it would be an advantage, I think, if the driving lanes could be expanded a little bit to give us a little bit more room to be able to move around our driveways a little bit better.

So, it's very hard. It's been very hard for all of those of us who live in Doncaster Avenue, over the past 12 months or more since the work was going on. So we would really appreciate if something could be done to improve these issues. And I'm sure that I'm on the easier side of the road. A lot of the residents are on the other side of the road, who are having even more even more difficulties getting in and out of their driveways, so that's what I have to say. Thank you very much for listening.

Council Response:

Thank you for your time to attend the Community Forum on 8 April 2024 and to provide your comments on Kingsford the Centennial Park Walking and Cycling Improvements Project.

Narrow Road

The road cross-section of Doncaster Avenue was considered appropriate as it had the least impact to the existing footpath and trees, maintained parking opportunities on both sides of the road and provided a travel lane in each direction - whilst also providing a new separated cycleway.

The cross-section is as per the relevant technical requirements and guidelines and was included as a component of the community consultation. The lane width designs were reviewed by the K2CP design consultants; as well as by Transport for NSW (TfNSW). Each agency confirmed that the lane widths meet the latest standards and guideline requirements. There are other roads that are in similar narrowness or even narrower.

The purpose of the narrow travel lanes is to make vehicle drivers cautious of the surrounding environment and to contribute to improved pedestrian and cyclist safety as motorists reduce their speed through the neighbourhood. In traffic engineering the narrowing of traffic lanes, to induce slower traffic speeds, is a typical practice where pedestrian or bike rider movements are expected. For more information, please see

<https://www.transport.nsw.gov.au/roadsafety/topics-tips/speeding>.

Driveway

It is acknowledged that, now that the cycleway is fully operational, extra care and patience will be required when entering or exiting the road. Moving slowly will provide more time for motorists to see approaching pedestrians / bike riders and will provide more time for bike riders to see an emerging or entering vehicle.

With the changes to the road, there is now the need to traverse the cycleway when moving from the driveway to the road, but the general approach to entering and exiting the driveway remains.

Below are some tips and reminders on safely navigating the new cycleway:

- Indicate well in advance when entering your driveway so all road users are aware of your intentions.
- Reduce your speed and approach the footpath and cycleway slowly; being prepared to stop if you see an approaching pedestrian or an approaching bike rider.
- Take extra care and check your blind spots for people walking or riding a bike when reversing or turning into or out of your driveway.
- Give way to bike riders when you are crossing the cycleway.
- Some residents have suggested that, depending on the time of day and the direction of the major traffic flow, they are trying alternate directions of approach to, and departures from, their driveway.

If there are any issues with vehicles being parked across the driveway, contact the Council service desk at 1300 722 542 straight away, as Council's Enforcement Team may be able to quickly assist you. Should the problem persist, please also contact the Council with all the details, at council@randwick.nsw.gov.au.

Council will also work on signage along the cycleway to remind cyclists of driveways and to slow down.

Cyclists on the road

People who are confident at riding their bicycles in busy traffic conditions may choose to continue using the road. People riding on their bikes have the same rights as people driving in a vehicle. The cycleway is provided to ensure that there is the opportunity for those bike riders who are less confident, to have the choice to ride separated from the adjacent traffic flow. Whilst the Council encourages people riding bikes to use the new facility, there is no legal requirement for confident bike riders to use the new bike path.

When people choose to ride a bike, they are removing a car on the road, which means one less car on the road, one less car length in queue, one less parking space taken.

Speaker 3:

Hi. I'm here tonight to voice my support for the cycle path. I'm a member of Safe Streets to School. It's an organisation, a local organisation, and we'd like to see cycle paths like this rolled out across this Council area, so that students and children - my children - can ride safely and walk safely to school.

Why? Because Australia's got one of the lowest shares of walking and cycling to school out of all OECD countries, and road safety concerns are one of the major barriers. There's also a looming public health crisis caused by inactivity. 70% of children are failing to meet minimum physical activity recommendations, with rates of active travel to school dropping from 75% to 25% over the last 40 years.

There are a lot of parents in this Council area who would all love a cycle path like this one, near the schools our children attend. On top of this, a third of all trips in Randwick Council area are by foot or on bike. I know this because the draft Randwick Council Active Transport Strategy says so, and this is mainly younger people who are too young or too old to drive or have a disability. And we've all seen and probably used the delivery drivers who use bikes to deliver food to us, and the large number of apartments being built for student housing which don't have parking. There's a good chance that these students will use bikes as a form of transport.

I was also at the Kingsford East Precinct Committee meeting last week, their first meeting, and they unanimously supported the Council's draft Active Transport Plan, which actually calls for a lot more cycle paths, in our Council area, and also the Sturt/Bundock cycle path, which hopefully once this cycle path is completed, will connect to it.

I rode on this cycle path, the Doncaster path, with my family two weekends ago. The completed section of the cycleway was a dream to ride on. It was safe and I had no concerns about my 11 year old riding on it alone. But the first third of the route that hasn't been finished, from the Juniors light rail to Barker Street, was a nail biting experience. We had to ride on narrow footpaths, which meant riding around pedestrians, or on grassed areas which had bindis that could puncture our tyres. We had to race across a very busy Bunnerong Road, where there was no supervised crossing, to avoid being hit by cars. So I'd like to encourage Randwick Council to find the funding to complete the cycleway as soon as possible, so that more people and families can benefit from it.

A cycleway that's lacking in connectivity won't be used as much as one that has connecting cycle paths to other areas of the Council area. Not everyone drives in one direction. Not everyone cycles in one direction. Not everyone walks in one direction.

Finally, I just like to use the words of a long time Kensington local who wished he would be here tonight to voice his support of the cycleway. In response to a poster on Facebook, who stated this bike path should be removed, [name of a person] wrote that he – I've got one paragraph. It's all right, I get it. So [name of a person] wrote that he'd lived on Doncaster

Avenue for 63 years, and the new cycle tracks were a godsend for getting children safely to school and students safely to university. He wrote that the vast majority of cyclists use the cycle path. He said he sees parents cycling children to Kensington Public, and he thinks how wonderful it is. He wrote, the cycleway has also calmed traffic along Doncaster. No more speeding cars along the narrow roadway. And finally, in his words, I think the main point is that everyone - drivers, cyclists and pedestrians - all need to acknowledge and be aware of shared space. Roads are public, not reserved for one group of users. Cyclists need to be educated, as well as drivers and pedestrians, in taking care of other users. Thank you so much.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

Council is working with Transport for NSW to determine the way forward for completing Section 3 of the project, from Barker Street to Anzac Parade. We are also currently working on the detailed designs for Sturt Street / Bundock Street cycleway, concept design for Anzac Parade, Randwick to Coogee and Todman Avenue/Lenthall Street cycleways to further expand the network as well as finalising our Active Transport Strategy.

Council is also considering developing a campaign to educate different road users to share the road. Currently, some information on cycleway safety is provided at <https://www.randwick.nsw.gov.au/services/roads/road-safety/cycleway-safety>.

Speaker 4:

So I thought I'd come on tonight just to say that our family thinks the cycleway is terrific. My wife and I recently bought a place in Kensington. I did actually live here as a teenager with my family, so I've returned, and a large part of the reason why we chose to live there was actually because of the cycleway. Where we previously lived, we were lucky to have a pretty good network, and we loved it. Mainly because now we can ride with our two year old [daughter] to Centennial Park, nice and safely. And probably more importantly, I can still ride [daughter] to daycare. Because that's what I've been doing for the last year, she's now just turned two. And there's no way I would do that if I didn't have cycleways. So I do really appreciate some of the concerns, some of the – hopefully a design, you know, there are detail - maybe design things that can help people.

But also just ask everyone to really think about just the benefits that these facilities provide for, especially families. And hopefully when [daughter's] a bit older she can ride and be a bit healthier, as the previous woman mentioned. And that's it.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 5:

That's okay, I'll try and speak directly to it. So, hi. I'm 38 and had two kids, ten and 12. I'm a Randwick resident, I live in Clovelly but I actually have to go to UNSW, Nagel, Heffron, Latham, Kensington, Queen's Park, Maroubra quite regularly. So for us, because we don't have a car,

actually having the Doncaster cycleway has opened up an access - a better access – for us to get to UNSW and it's shortened our commute, so now it's a bit safer.

I will say though, as my 12 year old rides, I wouldn't want him riding without me. And so I think when we're doing the bare minimum of what is required design-wise, then everyone is getting the solution that nobody is happy with because we're trying to do the bare minimum instead of best practice. I was reading the board just a moment ago when I was here, and I was doing the math, and the late 1990s, when I was ten to 15 years old, Randwick was starting to talk about cycleways. Nine years ago, in 2015, when my kids were one and three, they decided that there were strategic priority routes. And now that my kids are ten and 12, I would not let them go from school to the parks by themselves. And that's a problem. It's less than five kilometres. So when I was doing the quick math, I think the reality is I'm happy with Doncaster because it's an improvement. Queen's Park is an improvement, but they're still not great. I don't want to be on the footpath with pedestrians. I don't want to have people backing up the driveway. There's a better solution. And if we don't agree to do this and we don't agree to roll them out more rapidly and we don't agree to have better cycle paths, then at the current rate, my kids will be 80 and 90 and older than everyone in the room before we even have a fraction of the network.

So I think more of them better of them, don't have the argument over nine years, you know - if you hit - if a bicyclist hit someone, versus a vehicle hit someone, the physics difference, you know, for my kids, for me. And so like, I rode here tonight. And the best part of my day is when my kids – when I get to experience a little bit of exercise on the way home and I have a disconnect between work and my kids. I'd also love them to have the freedom to be able to bike to the playground, to bike to school, to bike to their friends, to, you know, move around without having to be stuck in a car.

So, definitely supportive. Hope you do them faster and that my kids won't be 80 by the time they roll out.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

Council is working with Transport for NSW to determine the way forward for completing Section 3 of the project, from Barker Street to Anzac Parade. We are also currently working on the detailed designs for Sturt Street / Bundock Street cycleway, concept design for Anzac Parade, Randwick to Coogee and Todman Avenue/Lenthall Street cycleways to further expand the network as well as finalising our Active Transport Strategy.

Council is also considering on a campaign to educate different road users to share the road. Currently, some information on cycleway safety is provided at <https://www.randwick.nsw.gov.au/services/roads/road-safety/cycleway-safety>.

Speaker 6:

Thank you very much. So my name is [name] and I live in Randwick in the little pocket between Centennial Park and the racecourse, at one end of the cycleway. And I work at the University of New South Wales. Without the cycleway, I don't have a way to get to work, which is both legal and safe. I'm a middle aged woman; I can legally ride on the road, but not pick up enough speed to have drivers not shouting and abusing me. I can get around this by riding in the door zone, and it has happened that I have ridden into a door that has been opened by a driver who didn't look. This isn't theoretical - something which might happen – this has actually happened to me.

Of course I can break the law and ride on the footpath. Doesn't feel very nice and doesn't feel very safe. And then I really annoy pedestrians. University of New South Wales, which the cycleway connects to suburbs and the city, has 50,000 students and over 10,000 staff. Don't you think it would be great if at least some of the infrastructure that we have, allowed these tens of thousands of people to not drive and not clog up public transport?

This cycleway is a very, very short segment out of all of Randwick. I would love it if my child could ride to school, but there's no way she can do that because there is no path. More cycleways for Randwick LGA please.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 7:

Hi everyone, my name's [name]. I'll just make a disclosure, I'm the secretary of BikEast. We're an organisation trying to improve conditions for cyclists in the eastern suburbs. And when I say cyclists, I mean just everyday cyclists. People like us, people who want to get around safely from A to B, not have to drive their car, want to get fit and healthy, they want to improve the environment. So we've been a long term advocate for cycleways such as Doncaster Cycleway.

So first of all, I'd like to say thank you to Randwick Council and to Randwick Council staff for building this brilliant cycleway. I'd also like to say, I totally get where there's a few issues arising. I totally understand there's a few problems. I think the key is forums like this that everyone can talk to each other, point out the problems, like you're having in your driveway. I know when I ride on cycleways like this, I ride very carefully because when I see the driveways, I think there might be a car coming. Well, I know if I hit the car, I'm going to come off second best. So I'm extremely nervous around driveways, extremely nervous around cars. So, maybe there can be signs put up just telling everyone: slow down, look out, look out for cars, look out for cyclists, look out for pedestrians, look out for each other.

I've spent years riding my bike, and I can tell you I have had the most horrendous abuse. I've been spat at, I've had things thrown at me. I've had more near-misses than you can poke a stick at. The abuse can be horrendous just because I want to ride my bike. We've heard many, many times, that cyclists should be on the road, cyclists shouldn't be on the footpath. We've heard about conflict between drivers and cyclists on the road, about conflict about cyclists and pedestrians on the footpath.

Separated cycleways like this are the perfect solution because they give everyone their segment of road. Everyone is separated and above all, for cyclists, it's safe. For pedestrians, it's safe. Car drivers aren't being slowed down by cyclists on the road because they're in their own space. So I can't emphasize enough when I ride the Doncaster Avenue cycleway, how safe I feel, I think it's a brilliant design. Of course, it can be improved and I'd ask Randwick Council to please extend the cycleway network as much as possible to make it safe for everyone to ride. Thank you very much and thank you for all coming.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

Council is also considering developing a campaign to educate different road users to share the road. Currently, information on cycleway safety is provided on <https://www.randwick.nsw.gov.au/services/roads/road-safety/cycleway-safety>.

Speaker 8:

Yeah, [name], I'm not actually a resident of Randwick. I am the president of BikEast, so I guess that's why I'm here. But I did have a lot of experience riding along Doncaster Avenue back in 2000 and 2001, when I was studying at the university and living in Paddington. And you know, it was a great ride for most of the way through – along Centennial Park. Doncaster was always, you know, you're in the shoulder lane and you're taking your life, you know, taking a risk. Fortunately, I didn't have any incidents, but there was lots of near misses, and you try and block them out. But, you know, it's always been as, I mean, I would have loved to have just one slide I wanted to show, which identifies how - it's so central to you, I guess, this local and regional network, the Doncaster route. And we really need that route to that network to be expanded to really see the benefits of having cycleways like this, Todman Street, obviously linking to the City of Sydney cycleway, you know, Day Avenue, to the south, obviously we want to see the Doncaster/Houston cycleway completed because it can link to the cycleway they've planned for Anzac Parade, which will go all the way to Maroubra Junction. And this creates connections for all of the people, really, all of the residents. And really, I mean, it's bicycles, but this is also an opportunity for other personal mobility vehicles. The scooters, I know we don't – I mean, I don't love the scooters – but they are great to get around on. You go to other cities and those scooters are becoming a big part of the way people get around. And other personal mobility vehicles - I was on the Bourke Street cycleway on Saturday and, you know, this is in Woolloomooloo and there was a guy on his chair, motor electric-powered chair, going along the cycleway. And that's, you know, I mean, it's just less conflict on our footpaths. And essentially that's the place, you know, we don't want to be rivals. I mean, there are places where you can't get around having shared paths that we have and which is, you know, and paths of - the Doncaster cycleway has those shared paths and they're the areas we would like to see improvements because there are better solutions. Roundabouts are obviously not great for cars or for bikes. The one on Ascot is pretty – you know, disruptive to the ride. And we hope there are improvements. It's mainly around those intersections where I think, you know, the local engineers need to get better and more accustomed to designing cycleways that are safer for everyone, and that includes all the residents that need to access their homes. So, thanks for giving me the opportunity to talk, I'm glad everybody's concerned about safety because that's our concern too.

Council Response:

Council appreciates your positive and constructive feedback on the cycleway and your support in active transport and our future bicycle network. We acknowledge the importance of active transport in our community and we continue our work on expanding the active transport network.

The roundabout at Doncaster Avenue/ Ascot Street intersection with separated cycleway was designed as per Transport for NSW's Cycleway Toolbox. There are key elements of this roundabout that are purposefully designed to slow down all road users, including the centre island that deflects vehicles, but still mountable for the larger vehicles, to provide an offset for

the crossings as a storage area for drivers to react to pedestrians and cyclists crossing and stop. The deflections to all road users slows down the movements and improves safety.

We are working with Transport for NSW to determine the way forward for completing Section 3 of the project, from Barker Street to Anzac Parade as well as working on the designs for future cycling network.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 9:

Hi, everyone. So I actually just moved in to Kensington last year, I live along Doncaster Avenue. And I echo a lot of the concerns about the folks that have issues getting in and out of their driveway. I'll also say that I'm a very keen cyclist. I ride about 300-400km a week. I do not use the cycleway. I am on the road, because I think the cycleway is dangerous for 'roadies', or road cyclists. I think it's far safer actually riding on the road with the cars. I think the root of a lot of these problems is not the cycleway. I think the route of the problems is the heavy traffic congestion along Doncaster Avenue. And I think the problem is outlined very clearly on poster number two, where cars are not allowed to turn from Anzac Parade on to Alison. I think if you removed that bottleneck, then there would be no cars during peak hour, during the weekends, when the racecourse is operating and cars could quite easily manoeuvre from Anzac Parade onto Alison Avenue, and then into, you know, people's homes in Randwick, etcetera, and into the racecourse.

I'm all for cycleways. I think all the benefits that people have discussed are all excellent, but I think the root of the problems here is, honestly, the traffic, the car congestion along Doncaster Avenue. And I think I actually echo what the first speaker said, I think there's a death waiting to happen. For whoever – whether it be a cyclist, a motorist, a walker – it is phenomenally difficult to drive your car out of the driveway. You have to acknowledge first the footpath, then you have to look to see whether there's anyone in the cycleway coming from both directions. And you then have to look around the cars that are parked in the middle of the road, and you have to look at both directions of the oncoming traffic. It is impossible to get out and there will be a fatality - I can guarantee you that if this is not addressed quickly, and the way to fix the solution is to get rid of that bottleneck from Anzac Parade on to Alison Road. Thanks.

Council Response:

Thank you for your time to attend the Community Forum on 8 April 2024 and to provide your comments on Kingsford the Centennial Park Walking and Cycling Improvements Project.

The previous road and the bike facilities (painted lanes on the road) that connect Kingsford to Centennial Park are perceived by many as unsafe. They are not utilised by the wider public due to the fear of bicycle/car collisions. This project will separate bike riders from the cars, providing a safe environment for all road users.

In 2015, Randwick City Council undertook significant community consultation to review our bicycle routes and to establish priorities for constructing routes within the city. The connection from Kingsford to Centennial Park was identified as the top priority route in Randwick. The route was also identified by the NSW State Government in its 'Sydney's Cycling Future' strategy and is a significant step to achieving Council's 20 year City Plan objective of providing safe and convenient walking paths and cycleways.

The road cross-section of Doncaster Avenue was considered appropriate as it had the least impact to the existing footpath and trees, maintained parking opportunities on both sides of the

road and provided a travel lane in each direction - whilst also providing a new separated cycleway.

The purpose of the narrow travel lanes is to make vehicle drivers cautious of the surrounding environment and to contribute to improved pedestrian and cyclist safety as motorists reduce their speed through the neighbourhood. In traffic engineering the narrowing of traffic lanes, to induce slower traffic speeds, is a typical practice where pedestrian or bike rider movements are expected. For more information, please see <https://www.transport.nsw.gov.au/roadsafety/topics-tips/speeding>.

People riding bikes on the road

Council note that people who are confident at riding their bicycles in busy traffic conditions may choose to continue using the road. People riding on their bikes have the same rights as people driving in a vehicle. The cycleway is provided to ensure that there is the opportunity for those bike riders who are less confident, to have the choice to ride separated from the adjacent traffic flow. Whilst the Council encourages people riding bikes to use the new facility, we acknowledge that there is no legal requirement for confident bike riders to use the new bike path and that to ride as a group, wider road may be seem more appropriate.

When people choose to ride a bike, they are removing a car on the road, which means one less car on the road, one less car length in queue, one less parking space taken.

Doncaster Avenue Traffic Volumes

Over recent years, traffic volumes along the northern parts of Doncaster Avenue initially increased – likely as a result of the restriction to movements imposed by the Light Rail project - but even more recently traffic volumes have actually decreased – possibly due to the effects of COVID-19, new ‘work from home’ settings and the challenging, ongoing, construction activities.

Traffic Volume (number of vehicles per day)

Location	Year		
	2011	2018	2023
Between Alison and Goodwood (20 Doncaster Ave)	14,050	15,718	11,909
Between Todman and Ascot (86 Doncaster Ave)	-	16,580	12,117
Between Darling and Anzac (93 Doncaster Ave)	7,820	-	4,719

For redistribution of vehicular traffic, Council has made a request to Transport for NSW (TfNSW) previously - during design of the Light Rail - and the request was rejected. With the implementation of the cycleway and to look at the opportunities to redistribute some of the traffic on Doncaster Avenue, same questions were posed to TfNSW. However, due to safety and the impact to the network efficiency in the area, especially at this critical intersection, it was not supported.

Congestion on Doncaster Avenue

Another factor that may impact the congestion during peak hours is that the narrowing of the road that contributes to the vehicles moving slower. The purpose of the narrow travel lanes is to make vehicle drivers cautious of the surrounding environment and to contribute to improved pedestrian and cyclist safety as motorists reduce their speed through the neighbourhood.

We noted that with the on-road bike lane removed, there may be less opportunity to pass vehicles, but this project addresses the previous risks associated with riding in the painted narrow lanes.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 10:

I won't echo some of the great thoughts that have already been put forward. Yes, but I can understand that coming along could be really challenging for your day-to-day driving. And I'm a cyclist, I don't live near the area. I'm Randwick Precinct, I chair Randwick Precinct – sorry, secretary these days. And yeah, obviously you care about enough about your area to come out and that's a great thing. Everyone in the room cares, and there is a lot of emotion. Even when your heart rate goes up, when you have a near miss, you know, which cyclists know all about. So yeah. I won't repeat much, but yeah. Thanks for coming out and yeah, like [name] said, I think in this day and age, if we can stay in the same room and chat, hear each other's ideas, that's, you know, one of the things we don't do enough these days. So good on you all for being here. Thanks.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

Speaker 11:

I'll be very brief, I think. Can you hear me there?

So I've lived in Coogee for the last 28 years, I used to commute to work on my bike. I used to commute to NSW Uni on my bike too. I wish there was a separated cycleway back in the mid-eighties. I even rode to school as well, in this sort of area. But I do support separating the cyclists, the motorists, and pedestrians. I think that's a good idea. I use the Todman Avenue cycleway often, if I go to Centennial Park, and if I go up to Europa Cycles. Get my bike serviced and fixed all the time. I think linking the cycleways is important. Also, the fact that I'm on a separated cycleway gives peace of mind to my wife particularly, and I figure I'm reducing traffic congestion by being on a bike. I could just get into my car and go and add to the problems on Doncaster Avenue.

I do see a lot of cyclists using Doncaster Avenue, heading towards the university at certain times of the day, you know, when I'm on it - including me when I go and use the uni pool.

I don't expect to change people's minds, whether they're pro- or anti-cyclist. But I just think that it's probably safer for everybody that things are separated. And I'm quite happy using that cycleway. Obviously there are problems that traffic engineers can look at, and you know, tweak. Okay, thank you.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 12:

Hello, everyone. I'm a 50 year resident of our Doncaster Avenue, and I'm recently retired. I worked for 30 years at the University of New South Wales as well, in the facilities department and I was building roads all the time on campus at the university, so I feel I'm qualified to some extent to tell you my experiences.

Now, I understand the cycleway is for the broader, widespread community benefit. And I fully accept that. I'm not anti-cyclist, but it's my duty as a resident to tell you what I've witnessed since the cycleway opened in December.

I'm the primary carer for my elderly mother, who's in her nineties. When I bring her to my place, and have to try and get her out of the passenger's chair and get her wheelchair and her walking sticks and everything, it's so difficult to get a disabled person out of the passenger side on Doncaster Avenue. I'm also a grandparent of four children. For my daughters to unbuckle and try to just cross that cycleway to come to our house just to walk to see grandma, and it's so bloody challenging, you know, and I don't want anything to happen to my grandkids or my elderly mother, who I'm the primary carer for. And I, you know, there's a doctor's surgery around the corner and dentist surgery around the corner. And I see people, you know, getting a wheelchair off their car and that and with so much difficulty. In my view, when the cycleway got opened in December, straight away it should have been a 40km zone on the northern side. Why it's taken four months is beyond me. Personally, I reckon they shouldn't've opened the cycleway until the 40km zone came into effect. The southern side's 40km, why isn't the southern side[*note: verbatim*]? I think that should be addressed immediately, okay. And, finally we've seen side mirrors, you know, half a dozen at least we've counted so far, we've seen cars sideswiped due to the narrowing of the road. And, you know, I'm just hoping, as the previous speakers said, I hope the engineers at Council, Transport New South Wales, can all put their heads together and come up with a solution beneficial to everyone. Thank you.

Council Response:

Thank you for your time to attend the Community Forum on 8 April 2024 and to provide your comments on Kingsford the Centennial Park Walking and Cycling Improvements Project.

Narrow Road / Accessing vehicles parked on street

We note your concerns in difficulties of accessing parked vehicles along Doncaster Avenue. It certainly is narrower compared to the pre-cycleway condition when bicycle lanes on the road provided that additional width to accommodate people accessing the vehicles.

The retrofitting of a new transport mode facility, to an existing street, will often result in some narrowing of the existing available road space. Council does acknowledge that the new facility has resulted in a narrower road. However, fundamentally the narrow widths create a traffic calming environment that reduces the speed of vehicles, reducing the chances of severity of injury significantly for vulnerable users (people and children walking or riding).

Regular gaps arise as a result of the "platooning" of southbound vehicles due to the traffic signals at Anzac Parade. Generally, traffic flow is tidal - during morning peak hours people will be heading north and during evening peak hours, they will generally be heading south. Given this tidal flow and "platooning" of vehicle flows, there will be regular opportunities to occupy the space next to the car and assist others in getting in and out of the car.

The following are some general safety tips when accessing the vehicles along a cycleway:

- Take extra care when opening doors where vehicles or cyclists may be approaching.

- Use your side mirrors to check for cyclist before opening the vehicle door.
- Consider using the 'Dutch Reach' technique (using your left hand to open the driver side door or right hand for the passenger side) when opening your door so your body and head turn, and you can see approaching riders or vehicles.
- Look both ways for oncoming bikes when crossing the cycleway to the footpath.

40km/h speed zone

Since the Community Forum, the Kensington North 40km/h speed zone has been implemented on 2 May 2024 with signs enforced and the “40” stencils installed. Variable Message Signs were in place at the entrances to the area to advise of the changes.

Since the Community Forum was held, Mr Lehmann, Manager of Integrated Transport had provided a response to you on 23 April 2024 regarding the process required for implementation of a speed zone changes. He noted the process that was required for Kensington North speed zone change. Council has received your comments and request regarding speed reduction in Kensington South area (bound by Anzac Parade Road, Todman Avenue, Tunstall Avenue and Gardeners Road). We acknowledge your concern and support in establishing the reduction in speed in the Kensington South area. As advised, Council is working with Transport for NSW to go through the process of funding application submission.

As we continue to work to address the issues you raised thus far, with the feedback received, Council will continue to work with you and the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 13:

I recall being on Doncaster Avenue for over 50 years. Didn't really want to speak tonight, but I'm just a bit concerned that this forum is turning to pro- versus anti-cycleway. I am neither, I just want the problems that the cycleway's introduced to Doncaster fixed. So, it's really a bit concerning that you're for or against the cycleway. As I said, just fix the problems the cycleway's introduced on Doncaster. Give us some relief from the headaches. Most of the speakers who are residents on Doncaster know what I'm talking about, I won't repeat myself, I've already presented this paper to the Council meeting in February to call this meeting. I just need the Council to action – give us some relief from what's happening every day. Only relief we get is on the weekends, when the traffic is relieved. When the traffic is gone, the parking isn't overflowing. It's normal. On weekdays, it is a nightmare. Getting in and out of driveways, it is a lottery some days. You got the tradies up on the construction site, parking their vans and utes right next to the driveway. Cannot see a thing when I'm coming up my driveway, I'm relying on the rear cross-traffic alert sensors to see anything. And, if there's traffic, it's driving at 50km, a very limited time to basically avoid collisions – if the sensors are not working 100%, if it's raining, another nightmare. The strange thing is at night it's actually better, because you can see the lights of the traffic, and there's less traffic. So I won't repeat all that I presented to Council, can I ask the Council to please respond to my earlier concerns in writing that I presented in February, and then take it from there. Okay, thank you.

Council Response:

Thank you for your time to attend the Community Forum on 8 April 2024 and to provide your comments on Kingsford the Centennial Park Walking and Cycling Improvements Project.

Driveway

It is acknowledged that, now that the cycleway is fully operational, extra care and patience will be required when entering or exiting the road. Moving slowly will provide more time for

motorists to see approaching pedestrians / bike riders and will provide more time for bike riders to see an emerging or entering vehicle.

With the changes to the road, there is now the need to traverse the cycleway when moving from the driveway to the road, but the general approach to entering and exiting the driveway remains.

Below are some tips and reminders on safely navigating the new cycleway:

- Indicate well in advance when entering your driveway so all road users are aware of your intentions.
- Reduce your speed and approach the footpath and cycleway slowly; being prepared to stop if you see an approaching pedestrian or an approaching bike rider.
- Take extra care and check your blind spots for people walking or riding a bike when reversing or turning into or out of your driveway.
- Give way to bike riders when you are crossing the cycleway.
- Some residents have suggested that, depending on the time of day and the direction of the major traffic flow, they are trying alternate directions of approach to, and departures from, their driveway.

If there are any issues with vehicles being parked across the driveway, contact the Council service desk at 1300 722 542 straight away, as Council's Enforcement Team may be able to quickly assist you. Should the problem persist, please also contact the Council with all the details, at council@randwick.nsw.gov.au.

Council is considering signage along the cycleway to remind cyclists of driveways and to slow down. We are also considering on a campaign to educate different road users to share the road. Currently, some information on cycleway safety is provided at <https://www.randwick.nsw.gov.au/services/roads/road-safety/cycleway-safety>.

As we continue to work to address the issues you raised thus far, with the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 14:

My family has lived in Doncaster Avenue since 1910 or 12, when it was the last house on the edge of the sand hills. And I moved in when I was 8, and I used to ride a bicycle around the streets of Kensington.

And I – my concern now is – again, to reiterate, the driveway. I'm on the western side of Doncaster Avenue, where there – you know, two cars are allowed to park in front of your home. And when the cars are right up against the driveway as other people have said, you cannot see out, you – if you've got a 4WD, an SUV, it's higher than my head, I can't see around the car. When I'm driving out, and the front of the car is in the middle of the road before I can actually see what's coming. And that is dangerous, as everyone said. It's an accident waiting to happen. And I have to reverse in, because I'm scared to reverse out. So I won't want to reverse in when there's a car up behind me, there's no – I sometimes have to go around the block and wait till there's no car coming so I can actually get back into the driveway. That's it.

Council Response:

Thank you for your time to attend the Community Forum on 8 April 2024 and to provide your comments on Kingsford the Centennial Park Walking and Cycling Improvements Project.

It is acknowledged that, now that the cycleway is fully operational, extra care and patience will be required when entering or exiting the road. Moving slowly will provide more time for motorists to see approaching pedestrians / bike riders and will provide more time for bike riders to see an emerging or entering vehicle.

With the changes to the road, there is now the need to cross the cycleway when moving from the driveway to the road, but the general approach to entering and exiting the driveway remains.

Your currently ways of accessing the driveway would be the safer way. Below are some additional tips and reminders on safely navigating the new cycleway:

- Indicate well in advance when entering your driveway so all road users are aware of your intentions.
- Reduce your speed and approach the footpath and cycleway slowly; being prepared to stop if you see an approaching pedestrian or an approaching bike rider.
- Take extra care and check your blind spots for people walking or riding a bike when reversing or turning into or out of your driveway.
- Give way to bike riders when you are crossing the cycleway.
- Some residents have suggested that, depending on the time of day and the direction of the major traffic flow, they are trying alternate directions of approach to, and departures from, their driveway.

Depending on your property, the on-street parking space line marking can also be reviewed.

Council will also work on signage along the cycleway to remind cyclists of driveways and to slow down as well.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 15:

Good evening all. My name is [name], I live in Doncaster Avenue for the past 53 years. I've seen a big change. We used to have a big wide street, now end up with a little narrow and dangerous street. I live opposite Koorinda Avenue. So for us getting out of the **driveway**, it's hell. It's so dangerous.

And, well - *[interjection from audience]* we could have traffic lights. Or maybe the street should be one way, I don't know. But you'll have to find a solution, because it's really, really dangerous. Even my girls, my daughters don't even attempt to drive in in our driveway. They park in the street, in another street, and walk up because they feel it's too dangerous to get in. Is it fair to us residents? I'm not against the cyclists, I think it's good, healthy. But also, they should have a little bit – while there's so many representatives here, they should have a bit of respect in the morning when they drive *[verbatim]*, because they wake everybody up. And on the cycleway, they speed. You know, you got to look right – for me to get out in the street with a car, it's shocking. So I just hope someone will do something about it, because as everybody said before, it's an accident to happen. So that's it.

Council Response:

Thank you for your time to attend the Community Forum on 8 April 2024 and to provide your comments on Kingsford the Centennial Park Walking and Cycling Improvements Project.

It is acknowledged that, now that the cycleway is fully operational, extra care and patience will be required when entering or exiting the road. Moving slowly will provide more time for

motorists to see approaching pedestrians / bike riders and will provide more time for bike riders to see an emerging or entering vehicle.

With the changes to the road, there is now the need to cross the cycleway when moving from the driveway to the road, but the general approach to entering and exiting the driveway remains.

Below are some additional tips and reminders on safely navigating the new cycleway:

- Indicate well in advance when entering your driveway so all road users are aware of your intentions.
- Reduce your speed and approach the footpath and cycleway slowly; being prepared to stop if you see an approaching pedestrian or an approaching bike rider.
- Take extra care and check your blind spots for people walking or riding a bike when reversing or turning into or out of your driveway.
- Give way to bike riders when you are crossing the cycleway.
- Some residents have suggested that, depending on the time of day and the direction of the major traffic flow, they are trying alternate directions of approach to, and departures from, their driveway.

Depending on your property, the on-street parking space line marking can also be reviewed to see if there are any opportunities to widen the width between the parking spaces to improved driveway access.

Council will also work on installing signage along the cycleway to remind cyclists of driveways and to slow down as well. In addition, Council working on sharing with cycling clubs residents' feedback regarding noise in the morning.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 16:

I've really enjoyed listening to so many of your perspectives, and to the people who are making some compromises in having a cycle lane outside your house. Thank you for the compromises that you've made to create a safe active transport - a safer active transport community.

In terms of me, my family have a connection to Sturt Street, Kingsford, for over 100 years. I haven't always been a bike rider. I'm a professional speaker and I got a phone call from Sydney Council about ten years ago. And they said, we've got some research that shows that people who ride bikes are really happy. They're happier than everyone else. And we want to try and work out how we can take this research and get more people on bicycles.

And I wasn't a bike rider myself, but sort of inspired by this question of, you know, like, how do we motivate people to ride bikes? And you know, they're asking me if I could give a talk on that topic. And anyway, I ended just grabbing a bike and buying myself a bike, and going riding, and basically I accept the research is true, that's my experience.

In terms of the bike path that we're talking about tonight. I've ridden it a few times, I've ridden it on my own, and I've taken children on the ride. And I'd like to tell you a little bit about my experience. From Sturt Street, to get onto the fully separated cycle lane with an eight year old, a ten year old and a 12 year old, feels like I'm taking children's lives in my hands. It feels dangerous. So my experience is that basically, getting from Sturt Street to where it's a fully separated bike lane is actually - it's over a kilometre of riding, and paint is not infrastructure. Houston Road, you've got to - just putting a picture of a bicycle on a road does not make it safe.

And I would say that, like, one thing that I would say that – when I took a group of kids, we stopped at Meeks Plaza, we’ve bought some sunscreen because I’d forgotten it, we’ve bought some sushi, good for the economy, we made our way to the separated cycle lane, and a few comments are – it’s a long way for a ride for kids, not a lot of infrastructure like chairs to sit and have a break on the ride, nowhere to get a drink of water on the ride, it’s a very quick – we rode on hot days, and we actually ended up riding on the footpath, on the opposite side of Doncaster where there was more tree canopies. There’s almost no tree canopies on Doncaster where this bike lane is. When you’re riding in the middle of the day, it is so hot, and with climate change, it’s only going to get more extreme temperatures. So we need to think about a tree canopy for this, for the cycleway. But really, it needs to be complete. And that means Sturt Street. That means carrying the bike lane on so people can get from Centennial Park along Doncaster and enjoy the sustainability part, and onto Coogee for a swim. Thank you so much for what’s happened so far, and I really hope the best is yet to come.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

Council is working with Transport for NSW to determine the way forward for completing Section 3 of the project, from Barker Street to Anzac Parade. We are also currently working on the detailed designs for Sturt Street / Bundock Street cycleway, concept designs for Anzac Parade, Randwick to Coogee and Todman Avenue/Lenthall Street cycleways to further expand the network as well as finalising our Active Transport Strategy.

Please note that as part of this project, around 34 trees were removed and to compensate for these losses 102 trees are allocated to be replanted to increase the tree canopies in the area. To date, 54 trees have been planted between Anzac Parade and Barker Street and more will be planted between Anzac Parade and Alison Road. Ultimately, these trees will grow to provide sufficient canopy to provide better shade for those who use walk or ride a bike long the project corridor.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 17:

Thanks for the opportunity to speak today, and for the Councillors and the Mayor to be here to listen to our concerns and support. Generally, I’m in support of the cycle path. I do use it to commute from Mooramie, where I live, down Doncaster, Kensington, through to Centennial Park, Surry Hills, and then my partner uses it to get into the city. We also generally use cycling infrastructure in the LGA, to cycle our toddler to daycare. So, I’m here to provide some suggestions to support both improvements and also ameliorate some of the issues that people are having.

One of the key things for me is the east-west connections potentially need to be improved. The key locations would be Lenthall, Todman, and also the end of Doncaster near Alison Road, crossing into Centennial Park and also generally from the cycle path across to the traffic lights. That’s a dangerous location where you often have to wait for the cars as a cyclist, or you just have to go into oncoming traffic to join up with the cars, so pedestrian-style cyclist crossing, similar to what they have on Bourke Street cycleway, would be possibly something that would help everybody get across there safely.

Generally, also something that’s a bit tricky is getting from – to West Kensington or anywhere that is in the City of Sydney cycle path infrastructure. So, Todman Avenue being such a wide

road, is right for it. It's already got the width, it would be really helping both the City of Sydney and Randwick LGA users connect through, and then obviously to the rest of the area.

There's also, I think support for the idea of more canopy, but also generally for greenery along any cycle paths that go in in the future. The Bourke Street cycleway, there's great precedent, it's very successful, won multiple awards because it has separation between the cars and the cycle paths just in the form of small shrubs and bushes. And that allows anybody to either step into that area if they're coming out of the car, and it stops the door issue, and also allows for some solid pathway in between those, for elderly or less able users to come out of their cars.

Another thing I'd say is that, just generally the thing that makes cycling very attractive to everybody is streetscape improvements. And also, urban domain improvements as well. One of the issues I've got is cycling from Doncaster Avenue through to Todman and then to Lenthall, mainly because of footpaths which I have to unfortunately take in an illegal way. Along here, there's not enough pleasant infrastructure and safe infrastructure that allows me to cycle past some of the construction sites there. So just with those areas coming up with the student housing and generally the Kensington Town Centre being approved, it would be really nice to see some improvements around that area to make the shared cycle areas or shared pedestrian and bike paths possible, if that is the only option at Anzac Parade. Thanks for your time.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

Council is working with Transport for NSW to determine the way forward for completing Section 3 of the project, from Barker Street to Anzac Parade. We are also currently working on the detailed designs for Sturt Street / Bundock Street cycleway, concept designs for Anzac Parade, Randwick to Coogee and Todman Avenue/Lenthall Street cycleways to further expand the network as well as finalising our Active Transport Strategy.

Please note that as part of this project, around 34 trees were removed and to compensate for these losses 102 trees are allocated to be replanted to increase the tree canopies in the area. To date, 54 trees have been planted between Anzac Parade and Barker Street and more will be planted between Anzac Parade and Alison Road. Ultimately, these trees will grow to provide sufficient canopy to provide better shade for those who use walk or ride a bike long the project corridor.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Speaker 18:

Hi, I'm a resident on Doncaster Avenue. I'm all for cycling, and think it's wonderful that the cycleway has been put in. However, I feel the comments tonight of a lot of the cyclists who are using the cycle path, which I appreciate, but they don't actually live on Doncaster Avenue, and not dealing with what we're having to deal with every day coming in and out of the cycleway, in and out of our driveways. It is very, very dangerous.

I also have an elderly father who is disabled. And so trying to get him - reiterating what you were saying earlier - trying to get him in and out of the car is extremely dangerous. I live in an apartment block, so there's a lot of cars that come in and out of our driveway every day. There's small children around. You cannot see. You cannot see trying to get out of the driveway. Whether you're looking to the left, to the right, with the cars parked up the front, obviously the parking has also been reduced, so we can't have visitors, we can't have family come. We don't have any parking. But I do understand that it's been wonderful for the cyclists, but as a resident, it's shocking. It's really not a nice place. There's so many people who've said

we just don't enjoy living here because it is dangerous trying to – very nervous trying to get out of your driveway.

The narrowing of the road, cars being hit - even this morning. I was driving down Doncaster Avenue at the school and the bus had stopped. The bus pulled out, no one can get past the bus because the bus is wide.

Stops all traffic coming backwards and forwards on a Monday morning. Probably similar scenario with the rubbish collection. Very dangerous, and of course you've got people on the road and the rubbish collection is going on too. And it has been dark. So again, accident waiting to happen.

So that's what I have to say. But yes, very, very dangerous.

Council Response:

Thank you for your time to attend the Community Forum on 8 April 2024 and to provide your comments on Kingsford the Centennial Park Walking and Cycling Improvements Project.

Driveway

It is acknowledged that, now that the cycleway is fully operational, extra care and patience will be required when entering or exiting the road. Moving slowly will provide more time for motorists to see approaching pedestrians / bike riders and will provide more time for bike riders to see an emerging or entering vehicle.

With the changes to the road, there is now the need to traverse the cycleway when moving from the driveway to the road, but the general approach to entering and exiting the driveway remains.

Below are some tips and reminders on safely navigating the new cycleway:

- Indicate well in advance when entering your driveway so all road users are aware of your intentions.
- Reduce your speed and approach the footpath and cycleway slowly; being prepared to stop if you see an approaching pedestrian or an approaching bike rider.
- Take extra care and check your blind spots for people walking or riding a bike when reversing or turning into or out of your driveway.
- Give way to bike riders when you are crossing the cycleway.
- Some residents have suggested that, depending on the time of day and the direction of the major traffic flow, they are trying alternate directions of approach to, and departures from, their driveway.

Depending on your property, the on-street parking space line marking can also be reviewed.

Narrow Road / Accessing vehicles parked on street

We note your concerns in difficulties of accessing parked vehicles along Doncaster Avenue. It is narrower compared to the pre-cycleway condition when bicycle lanes on the road provided that additional width to accommodate people accessing the vehicles.

The retrofitting of a new transport mode facility, to an existing street, will often result in some narrowing of the existing available road space. Council does acknowledge that the new facility has resulted in a narrower road. However, fundamentally the narrow widths create a traffic calming environment that reduces the speed of vehicles, reducing the chances of severity of injury significantly for vulnerable users (people and children walking or riding).

Regular gaps arise as a result of the “platooning” of vehicles due to the traffic signals at Anzac Parade, Todman Avenue or Anzac Parade, depending on where you live. Generally, traffic flow is tidal - during morning peak hours people will be heading north and during evening peak hours, they will generally be heading south. Given this tidal flow and “platooning” of vehicle flows, there will be regular opportunities to occupy the space next to the car and assist others in getting in and out of the car.

The following are some general safety tips when accessing the vehicles along a cycleway:

- Take extra care when opening doors where vehicles or cyclists may be approaching.
- Use your side mirrors to check for cyclist before opening the vehicle door.
- Consider using the 'Dutch Reach' technique (using your left hand to open the driver side door or right hand for the passenger side) when opening your door so your body and head turn, and you can see approaching riders or vehicles.
- Look both ways for oncoming bikes when crossing the cycleway to the footpath.

For issues noted above, please also note that since the Community Forum meeting, the Kensington North 40km/h speed zone has been implemented on 2 May 2024 with signs enforced and the “40” stencils installed. Variable Message Signs were placed at the entrances to the area to advise of the changes. This change will support slowing down of vehicles as well, improving the conditions for driveway access or accessing vehicles.

Council will also work on signage along the cycleway to remind cyclists of driveways and to slow down as well.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

2 Questions at the Community Forum

Question 1:

The crossway – the crossing at Day Avenue and Doncaster Avenue, that’s so dangerous there, that corner. Because now it’s very narrow, and cars come, get in and out. And I just feel it’s in the wrong place, the pedestrian crossing. Yeah.

Council Response:

The location of the pedestrian / cyclists raised crossing on the northern leg of Doncaster Avenue and Day Avenue intersection was designed in accordance with the applicable standards and guidelines. The crossing is offset from the intersection to provide sufficient storage and reaction time for a vehicle to stop at the crossing. The raised platform for the crossing and new island with garden beds are installed to narrow the road and slows down the drivers. The new garden beds also guide a wider turn (away from the footpath) before arriving at the crossing.

Question 1a (different speaker):

I would like to – *[inaudible]* - can I say, we need a traffic lights there. With a special button, so I can use it. Thank you.

Council Response to 1 and 1a:

During the design stage, different types of intersections (signalised or give-way) were considered for all the intersections within the project corridor.

Question 2:

Just two questions. Just so – I don't know if the Council's collected any statistics on the number of cyclists that actually use the cycleway, as opposed to riding in the middle of the road. I can guarantee you, on a Sunday or Saturday morning, it's about 100:1 roadies on the road, and Deliveroo drivers on their motorised scooters on the cycleway.

And the second statistical question I'd be interested in is the number of accidents – has it increased, decreased, or stayed the same since the cycleway was put in?

Question 3:

Just to follow up on that last speaker, can I request the Council do an audit or traffic count on the cycleway usage? And also whether – possibly, a percentage of cyclists that still use the road instead of the cycleway, because – I live there, I look out there every day, I think on weekdays, 20% of cyclists are still on the road. The law is you should – you must use the cycleway, unless it's impractical. I understand - it's a group of road cyclists, ten or 20 riders, they've got to use the road. You see one or two riders out on the road all the time. They're holding up the traffic. They don't care. Nobody enforces the regulations, so it's bit of a – you know, artificial rule because nobody enforces it.

Second question was: was there any alternative routes for the cycleway ever sort of raised, before the cycleway on Doncaster? I've heard stories that maybe other alternatives were considered. It's all history, but just like to know whether alternatives were ever considered.

Question 4:

Just on the same vein. Statistics – not on the cyclists, but on the cars. Because the congestion's the concern. And they have said it's probably hard to tell with these things with the information prior, but it feels like there's increased traffic as well, and they're not – I cross every morning – Doncaster, and I cross Anzac Parade; Anzac Parade's empty, and Doncaster's chock-a-block.

Council Responses to 1 to 4:

Bicycle statistics

For information purposes, traffic and bicycle counts were completed just 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).

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 of 448 riders, average weekend volume of 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 was not opened at the time of the above noted data collection and that **both sets of data do not represent the clear picture as it was very new and community may not have know about it being open.**

In March and April of 2024, UNSW has been testing pedestrian and cyclist Eco-counter "Pyro Box" in Randwick and have graciously shared the data collected at two locations along K2CP corridor for a week period:

- Houston Road at Day Avenue (on the southwest corner) – 8 to 14 March 2024
- Todman Avenue at Bowral Street (on the northeast corner) – 28 March to 6 April 2024.

The following is a summary of the two counts.

Location	Maximum Daily Count	Maximum AM Peak Hour	Maximum PM Peak Hour
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Todman Avenue at Bowral St (on the northeast corner).	1310 cyclists – Saturday 6 April 2024 – numbers are generally even between north and southbound.	140 cyclists – Saturday 6 April 2024 at 11am	250 cyclists – Saturday 6 April 2024 at 6pm
Houston Rd at Day Avenue (on the southwest corner)	458 cyclists – Thursday 14 March 2024, generally heading north	84 cyclists – Thursday 14 March 2024 at 8am	66 cyclists – Wednesday 13 March 2024 at 6pm

It is noted that the Pyro Box only counted the cyclists on the cycleway.

In order to see the changes, Council will be conducting bicycle counts along the cycleway given that the cycleway is opened, and Kensington North 40km/h zone have been implemented. Additional video and pneumatic tube counts of cyclists will be undertaken in the same locations as completed in December 2023 for comparison purposes. Council is also investigating the installation of permanent counters.

Traffic Volume

Over recent years, traffic volumes along the northern parts of Doncaster Avenue initially increased – likely as a result of the restriction to movements imposed by the Light Rail project - but even more recently traffic volumes have actually decreased – possibly due to the effects of COVID-19, new ‘work from home’ settings and the challenging, ongoing, construction activities.

Traffic Volume (number of vehicles per day)

Location	2011	2018	2023
Between Alison and Goodwood (20 Doncaster Ave)	14,050	15,718	11,909
Between Todman and Ascot (86 Doncaster Ave)	-	16,580	12,117
Between Darling and Anzac (93 Doncaster Ave)	7,820	-	4,719

Route Planning

In 2015, Randwick City Council undertook significant community consultation to review our bicycle routes and to establish priorities for constructing routes within the city. The connection from Kingsford to Centennial Park was identified as the top priority route in Randwick. The route was also identified by the NSW State Government in its ‘Sydney’s Cycling Future’ strategy and is a significant step to achieving Council’s 20 year City Plan objective of providing safe and convenient walking paths and cycleways.

This priority route in the area is very limited given the Royal Randwick Racecourse located to the east and Anzac Parade, a major Light Rail and vehicular corridor to the west. Given the opportunity and constraints bound by geographical, topographical and road conditions, the proposed corridor was determined to be the best route.

The concept design for the K2CP Project was prepared and exhibited to the public for feedback over a five-week period, between the 25 May 2018 and 2 July 2018. The community consultation resulted in 3310 visits to the Council’s ‘Your Say Randwick’ website. 2077 pages were downloaded and we received 434 written submissions. Of the written submissions received, approximately 70% supported the project. A full report of consultation activities and

results was made to the Council in August 2018 and the final design of the K2CP Project was completed and endorsed in September 2018.

Question 5:

I live on [address on Doncaster Avenue], and last time when we had a meeting in our street, I offered to put some – there's an option to cross, pretty much between 20 Doncaster to the other side, which is Carlton and Doncaster. There are a few young families, including my kids who are young, and it's very hard to cross the road. There's heavy traffic, people are speeding up, I always need to hold my kids not to jump to the street, and the solution by putting traffic lights – if that's something that can be implemented, I think that would help many families with young kids. Sometimes we are waiting for a couple of minutes before we can actually cross the road, because it's such a heavy traffic.

Council Response:

As part of the K2CP project, kerb extensions were provided at the southern side of Carlton Street and Doncaster Avenue intersection that slows down vehicles and provide a storage area for pedestrians prior to crossing to road, improving sightline and safety for pedestrian compared to previous conditions. Notwithstanding, Council will investigate the matter following monitoring of the pedestrian movements, desire lines and number of pedestrians crossing in the area.

3 Written submissions at community forum

Written submission 1:

I echo what [Speaker 9] said. The traffic is a real problem. The cars speed up towards Alison by my house and it is very dangerous. I would also happily lose some of my footpath (around my driveway) to make it safer.

Council Response:

Thank you for your time to provide your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

The speeding towards Alison Road may be result of having two travel lanes heading towards Alison Road and for drivers trying not to miss the green light at the signalised intersection.

Since the Community Forum, to further support the traffic calming of the area, the Kensington North 40km/h speed zone has been implemented on 2 May 2024 with signs enforced and the "40" stencils installed. Variable Message Signs were placed at the entrances to the area to advise of the changes. This change will support the narrowing of the roads in the area. In addition, Council will also work on signage along the cycleway to remind drivers and cyclists of driveways and to slow down.

Written Response 2:

I think that the road is very complicated and crowded, we park facing a nature strip and all the cars don't let you go and you sit there for minutes and it is terrible and unnecessary. And my brother has disabilities he could get run over with his eyesight.

Council Response:

Thank you for your time to provide your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

At some locations, the sightlines of motorists departing a driveway may have been impacted by the narrowing of the travel lanes. However, access to each driveway has been eased by better definition and linemarking of parking spaces – effectively guiding parking motorists to park further away from the driveway edge. As with any driveway, care is needed and blind spots should be checked when entering or leaving the road.

Please also note that since the Community Forum meeting, the Kensington North 40km/h speed zone has been implemented on 2 May 2024 with signs enforced and the “40” stencils installed. Variable Message Signs were placed on the entrances to the area with advisement of the changes. This change will support slowing down of vehicles as well, improving the conditions for driveway access or accessing vehicles.

Notwithstanding, please contact us with the specific location and Council can review the location, if needed.

4 Comments in registration form

Comment 1:

The cycleway serves the broader community and will become effective once it is more connected to Sturt and Bundock. There is always initial community opposition to cycleways from some in the community and this happened at places like Bondi Junction, but Council needs to take a long term view of the broader community benefits. With so much development we need people on bikes to not clog up traffic.

Council Response:

Thank you for your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

The South Coogee to Kingsford Walking and Cycling Improvement Project is currently at detailed design stage, which is anticipated to be completed and construction ready by August 2024 (subject to the required approvals from utility providers such as Ausgrid). You can see the concept design for this intersection [HERE](#).

In terms of delivery of the project, Council will receive funding through Transport for NSW 2023/24 Get NSW Active Program for grant funding for the signalisation of the Avoca Street/Bundock Street/Sturt Street intersections. Currently Council is going through approvals process with Sydney Water due to the possible impacts from the signalisation of the intersection. This process is anticipated to take at least 12 months to complete meaning construction and so the traffic signals is anticipated to commence at the earliest the second half of 2025. For the rest of the cycleway, Council continues to apply for grant funding in order to deliver the project.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Comment 2 (Speak 10):

Love it! Need more like this in our area.

Comment 3:

When I come to Sydney to visit friends and family, I use the cycleway to see friends in Little Bay on my ebike from Bondi Junction multiple times per week. While the cycleway isn't perfect, with a few sharp turns, it overall feels very safe and is a godsend that lets me ride all the way from Barker Street to Bondi Junction separated from cars, without having to spend money on public transport (\$4 each way). The route is shared with cars from Barker Street to Little Bay, so I always breathe a little sigh of relief as soon as I get onto the cycleway at Barker Street. There are many other roads in the area that drivers can use including Anzac Parade, and both traffic and parking lanes have been kept, so I really don't see the big sacrifice that is being made in return for a safe cycle route that helps people get around.

Comment 4:

Highly positive about the cycleway. I rode from centennial park to Randwick sustainability centre it was nice to try it out.

Council Responses to 3 and 4:

We appreciate your positive feedback on the cycleway and your support of active transport and our future bicycle network.

Comment 5 (Speaker 9):

It's been a bad idea. It is dangerous for cyclists for motorist and for local residents. Cyclists do not use it. It's used my delivery riders

Comment 6:

Dangerous to exit and enter driveway since Doncaster Ave was narrowed by loss of cycle lane outside our home. This lane provided a "buffer zone" to edge our car out and check for oncoming cars in both directions as visibility was difficult. Now someone needs to stand on the road itself, beyond the parked cars, before we can actually see in both directions then run back to the car to try to drive forwards. However cars suddenly come round from nearby Koorinda Ave in increasing numbers now requiring a quick reversal back while watching out for pedestrians behind. The situation is made more hazardous by cars often parking right up to or partly across our driveway so we are forced to drive straight out ahead and cross two lanes of traffic now before we can simply turn left. We need to be able to exit at a safe angle which should also help a little with visibility. We respectfully request, as a start, generously wide road markings on each side of our driveway so parked cars do not impact our ability to safely access the road or our premises. Also one hour restricted parking would assist.

Council Response:

Thank you for your time to provide your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

The painted bike lanes on the road, the "buffer zone" you are referring to that were previously along Doncaster Avenue were perceived by many cyclists as unsafe. They were not utilised by the wider public due to the fear of bicycle/parked vehicle collisions, which can result in serious injury. The new cycleway separate bike riders from the cars, providing a safe environment for all road users.

It is acknowledged that, now that the cycleway is fully operational, extra care and patience will be required when entering or exiting the road. Moving slowly will provide more time for motorists to see approaching pedestrians / bike riders and will provide more time for bike riders to see an emerging or entering vehicle.

With the changes to the road, there is now the need to traverse the cycleway when moving from the driveway to the road, but the general approach to entering and exiting the driveway remains.

Below are some tips and reminders on safely navigating the new cycleway:

- Indicate well in advance when entering your driveway so all road users are aware of your intentions.
- Reduce your speed and approach the footpath and cycleway slowly; being prepared to stop if you see an approaching pedestrian or an approaching bike rider.
- Take extra care and check your blind spots for people walking or riding a bike when reversing or turning into or out of your driveway.
- Give way to bike riders when you are crossing the cycleway.
- Some residents have suggested that, depending on the time of day and the direction of the major traffic flow, they are trying alternate directions of approach to, and departures from, their driveway.

If there are any issues with vehicles being parked across the driveway, contact the Council service desk at 1300 722 542 straight away, as Council's Enforcement Team may be able to quickly assist you. Should the problem persist, please also contact the Council with all the details, at council@randwick.nsw.gov.au.

For the sightline issues at driveway access due to parked vehicles, each driveway may be reviewed to consider changing the length of the parking space linemarking. Please advise the specific driveway for further review.

Since the Community Forum, to further support the traffic calming of the area, the Kensington North 40km/h speed zone has been implemented on 2 May 2024 with signs enforced and the "40" stencils installed. Variable Message Signs were placed at the entrances to the area to advise of the changes. This change will support the narrowing of the roads in the area. In addition, Council will also work on signage along the cycleway to remind drivers and cyclists of driveways and to slow down.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Comment 7 (Speaker 8):

I support the cycleway and support further development of a similar safe, separated cycleways linking to Doncaster Ave and Houston Rd cycleways.

Comment 8 (Speaker 7):

I fully support the cycleway as it has made it SAFE for cyclists to travel along this busy transport corridor

Comment 9:

Been really benefiting from the built section of the cycleway, want to see it's continued improvement and completion

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experience in riding along the cycleway.

Council continues to work with Transport for NSW to determine the way forward for completing Section 3 of the project, from Barker Street to Anzac Parade.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Comment 10:

Yes quite a few

Comment 11 (Email Submission 1):

RCC in its "Active Transport Strategy" aims at increasing pedestrian and cycling use and reduce the number of cars on our roads. Its preparedness not to complete the cycling path from Barker Street to the Kingsford light rail terminal, while making a 3-lane road for cars on that stretch (Director of Services Report CS1, Ordinary Council Meeting Feb 2024) is totally contradictory to that aim. The bike path from Kingsford light rail terminal needs to be completed for the following reasons:

- It provides connectivity from the light rail terminal to the City of Sydney.
- With proposed bike paths to Maroubra it will provide an extended direct route to the City.
- Many children in Kingsford attend the public and Catholic schools in Daceyville. Walking the distance is time-consuming, in particular for parents accompanying their young children twice a day. The bike path will provide a faster and safer way along roads with heavy traffic.
- Which regular user will use a bike path that stops at Barker Street and leading to nowhere?
- The footpaths are far too narrow to accommodate both pedestrians and cyclists, but will inevitably be used by some if the bike path is discontinued at Barker Street.

• With the fortune already spent on the construction of the bike path, to cut it short by a few hundred metres seems extraordinary wasteful and also extremely shortsighted, in particular considering the projected increase in population with potential users. Many car owners along the new bike path appear strongly opposed to the new bike path. The question is, will Council facilitate increased use of cars or make Kingsford more cyclist and pedestrian friendly? There is plenty of evidence that facilitating the use of cars by increasing routes always increase the number of cars, and therefore is only a temporary relief measure.

Comment 12:

I love it! Want more please! I work, live and my children go to School / childcare in the Kensington, Kingsford, Randwick area. The only reason I don't bike everyday is there is not separate bike paths all the way across these areas. I use them when I don't have children and am Biking. If they extended further, I'd be biking more! And with my kids! If I have a chance to speak it will need to be before 7 as I will have my children with me. One is a toddler. Thanks.



Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

We continue to work with Transport for NSW to determine the way forward for completing Section 3 of the project, from Barker Street to Anzac Parade.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Comment 13 (Speaker 18):

It's so dangerous. We can't see getting in and out of the driveway. No one can see looking either way. It's an accident waiting to happen for anyone trying to get out of their driveways on the eastern side of Doncaster. Doncaster Ave is way too narrow now when driving on it. I have had some very close calls with other drivers and I'm in a small car!!! With limited parking, family is unable to visit, plus I have a disabled parent so there is no way they're able to safely get out of the car or park on the street! Parking beside the concrete bollards is not easy at all, everyone hits them or drives over them. We have also had numerous times where drivers have parked us in overnight or during the day as people can't tell the difference where the driveways start and end, or where the parking spots are, and it's terribly dangerous trying to get in and out of your car if you're parked on Doncaster Ave, it's shocking on either the road side or cycle way side. Having children getting out of cars or trying to get shopping is so dangerous. It's terribly dangerous and someone is going to get hit and/or killed. It's the worst designed cycle way and no consideration was taken at all for the residents who live here trying to safely get in and out of their driveways every single day!

Comment 14:

Why was this built in the first place when cyclists refuse to use it and continue to use the road. Large groups routinely clog up Doncaster Ave. I only ever see parents with children using the cycle way and their numbers do not warrant the cost and disruption of building it. Meanwhile drivers are forced to drive slowly behind these groups or try to overtake them which is generally unsafe. A complete disaster.

Council Response:

Thank you for your time to provide your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

The previous road and the bike facilities (painted lanes on the road) that connect Kingsford to Centennial Park are perceived by many as unsafe. They are not utilised by the wider public due to the fear of bicycle/car collisions. This project will separate bike riders from the cars, providing a safe environment for all road users, including families, children, and all those who choose not to ride because they are not confident enough to ride on the road.

People who are confident at riding their bicycles in busy traffic conditions may choose to continue using the road. People riding on their bikes have the same rights as people driving in a vehicle. The cycleway is provided to ensure that there is the opportunity for those bike riders who are less confident, to have the choice to ride separated from the adjacent traffic flow. Whilst the Council encourages people riding bikes to use the new facility, there is no legal requirement for confident bike riders to use the new bike path.

When people choose to ride a bike, they are removing a car on the road, which means one less car on the road, one less car length in queue, one less parking space taken.

The purpose of the narrow travel lanes is to make vehicle drivers cautious of the surrounding environment and to contribute to improved pedestrian and cyclist safety as motorists reduce their speed through the neighbourhood. In traffic engineering the narrowing of traffic lanes, to induce slower traffic speeds, is a typical practice where pedestrian or bike rider movements are expected. For more information, please see <https://www.transport.nsw.gov.au/roadsafety/topics-tips/speeding>.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Comment 15 (Speaker 3):

I support the cycleway and would like to see it remain in place.

Comment 16 (Speaker 6, Email submission 2):

I live in Randwick and work at UNSW. When I need to access the lower (Anzac Parade) end of UNSW campus, the new cycleway provides a safe route for me to be able to cycle to work. I didn't feel safe cycling before as on the one hand drivers can be aggressive when I ride in the middle of the lane and on the other, I'm afraid of getting doored when I ride on the edge of the road lane (which has happened before once).

Comment 17:

I and my whole family are very supportive of the cycle way. We are longtime residents of Maroubra and are particularly interested to hear when the Proposed Cycleway - Kingsford to South Coogee (along Sturt & Bundock St.) will be completed as that will create a much safer riding to the Light Rail and Centennial Park cycle way. Thanks to all the people who have worked to make these cycle ways possible.

Council Response:

We appreciate your positive feedback on the cycleway and your support of active transport and our future bicycle network.

The South Coogee to Kingsford Walking and Cycling Improvement Project is currently at detailed design stage, which is anticipated to be completed and construction ready by August 2024 (subject to the required approvals from utility providers such as Ausgrid). You can see the concept design for this intersection [HERE](#).

In terms of delivery of the project, Council will receive funding through Transport for NSW 2023/24 Get NSW Active Program for grant funding for the signalisation of the Avoca Street/Bundock Street/Sturt Street intersections. Currently Council is going through approvals process with Sydney Water due to the possible impacts from the signalisation of the intersection. This process is anticipated to take at least 12 months to complete meaning construction and so the traffic signals is anticipated to commence at the earliest the second half of 2025. For the rest of the cycleway, Council continues to apply for grant funding in order to deliver the project.

With the feedback received, Council will continue to work with the community to resolve any issues possible and improve the cycleway to better support the community.

Comment 18 (Speaker 5):

Cycle pathways should not take this long to build and designed. I ride with my children on the back of the bike or riding next to me but they are now getting too old (10 and 12) and need independence to ride places (school, parks, etc). The current designs should be safer and wider. Vehicles are still parking across them. The stage 3 path should keep going and connect to Jellicco Park, Mutch Park, Nagle Park, Heffron Park and others. It would open the whole eastern suburbs up to biking. For us in Clovelly to get to UNSW, Mutch Park, Heffron Park requires long bus times, dangerous roads to cycle on or driving (we don't own a car). A year 7 student should be safe to bike to their activities IF the pathways are safer. They are not safe enough right now. We need more of them not less and definitely not having to fight this hard to get them.

Comment 19 (Speaker 4):

Terrific to see this cycleway finally built. But please finish the project further south.

Council Response:

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

We are working with Transport for NSW to determine the way forward for completing Section 3 of the project, from Barker Street to Anzac Parade.

Comment 20:

I cannot attend, however I would like to receive the details.

Comment 21:

A disgraceful waste of public money causing extremely dangerous traffic conditions in Kingsford and Kensington. Groups of cyclists continue to ride in the motor vehicle lanes which are now treacherously narrow.

Council Response:

Thank you for your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

In June 2020, the Prime Minister and the Premier of NSW announced that \$240 million of economic stimulus funding was being released for the implementation of eleven significant traffic projects around Sydney. One of these eleven projects was the Kingsford to Centennial Park Walking and Cycling Improvements (K2CP) Project. The project was funded by the Australian and NSW Governments to help economic recovery from the COVID-19 pandemic. The design was developed by Randwick City Council and was delivered by Transport for NSW, on behalf of the Council.

People who are confident at riding their bicycles in busy traffic conditions may choose to continue using the road. People riding on their bikes have the same rights as people driving in a vehicle. The cycleway is provided to ensure that there is the opportunity for those bike riders who are less confident, to have the choice to ride separated from the adjacent traffic flow. Whilst the Council encourages people riding bikes to use the new facility, there is no legal requirement for confident bike riders to use the new bike path.

When people choose to ride a bike, they are removing a car on the road, which means one less car on the road, one less car length in queue, one less parking space taken.

The previous road and the bike facilities (painted lanes on the road) that connect Kingsford to Centennial Park are perceived by many as unsafe. They are not utilised by the wider public due to the fear of bicycle/car collisions. This project will separate bike riders from the cars, providing a safe environment for all road users, including families, children, and all those who choose not to ride because they are not confident enough to ride on the road.

Comment 22:

Many

Comment 23:

The cycleway has made Doncaster Ave too narrow for the 50km/hour speed limit. Please reduce this to 40km/hour. This will also make it safer when leaving driveways and parked cars are blocking visibility of traffic.

Council Response:

Thank you for your time to provide your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

Since the Community Forum, to further support the traffic calming of the area, the Kensington North 40km/h speed zone has been implemented on 2 May 2024 with signs enforced and the "40" stencils installed. Variable Message Signs were placed at the entrances to the area to advise of the changes. This change will support the narrowing of the roads in the area. In addition, Council will also work on signage along the cycleway to remind drivers and cyclists of driveways and to slow down.

Comment 24:

I would like to say how pleased I am with the cycleway. For 60 years I've dodged cars while cycling along Doncaster. Now, I'm finally able to ride safely. Thank you for this wonderful piece of infrastructure.

Council Response:

Thank you for your time to provide your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

Council appreciates your positive feedback on the cycleway, your support of active transport and our future bicycle network as well as sharing your personal experiences in riding bikes in the area.

Comment 25:

As a matter of urgency the speed limit in Doncaster Avenue should be reduced to 40 km. Not in 3 months but now. There has been zero acknowledgment by council of the dangers in getting in and out of resident's drive ways. No acknowledgement of the dangers of drivers and passengers getting in and out of their vehicles. Some disabled some very young children. Signage - 1 hour parking on Saturdays need to be removed. Weekend parking previously was

all day. Council and the mayor have been notified of all the above comments previously. Thankyou.

Comment 26:

Proper consideration has not been given to the safety of motorists, pedestrians and cyclists.

Council Response:

Thank you for your time to provide your written comments on Kingsford the Centennial Park Walking and Cycling Improvements Project through the Community Forum held on 8 April 2024.

The concept design for the K2CP Project was prepared and exhibited to the public for feedback over a five-week period, between the 25 May 2018 and 2 July 2018. The community consultation resulted in 3310 visits to the Council's 'Your Say Randwick' website. 2077 pages were downloaded and we received 434 written submissions. Of the written submissions received, approximately 70% supported the project. A full report of consultation activities and results was made to the Council in August 2018 and the final design of the K2CP Project was completed and endorsed in September 2018. The design plans are available on the Kingsford to Centennial Park walking and cycling project website:

<https://www.transport.nsw.gov.au/projects/current-projects/kingsford-to-centennial-park-walking-cycling#Projectdocuments>.

The road design of Doncaster Avenue was considered appropriate as it had the least impact to the existing footpath and trees, maintained parking opportunities on both sides of the road and provided a travel lane in each direction - whilst also providing a new separated cycleway.

The cross-section is as per the relevant technical requirements and guidelines and was included as a component of the community consultation. The lane width designs were reviewed by the K2CP design consultants; as well as by Transport for NSW (TfNSW). Each agency confirmed that the lane widths meet the latest standards and guideline requirements. There are other roads that are in similar narrowness or even narrower.

Comment 27 (Speaker 1):

The cycleway while got for cyclists and the environment has made Doncaster Ave unsafe for residents, pedestrians and school students. There needs to be increased signage that it is now a 40km zone as cars speed, they are not aware of the pedestrian crossing I've nearly been hit countless times now by cars that go straight over the round about at speed. In regards to parking the number of spots have been reduced and it is unsafe getting in and out of cars due to the narrowness of the road. Car side mirrors are regularly being swiped. We would like to discuss greater safety measures that can be put in place before a tragedy happens.

English If you need help to understand this letter, please come to Council's Customer Service Centre and ask for assistance in your language or you can contact the Telephone Interpreter Service (TIS) on 131 450 and ask them to contact Council on 1300 722 542.	Greek Αν χρειάζεστε βοήθεια για να καταλάβετε αυτή την επιστολή, παρακαλείστε να έρθετε στο Κέντρο Εξυπηρέτησης Πελατών της Δημαρχίας (Council Customer Service Centre) και να ζητήσετε βοήθεια στη γλώσσα σας ή τηλεφωνήστε στην Τηλεφωνική Υπηρεσία Διερμηνέων (Telephone Interpreter Service — TIS) τηλ. 131 450 και να ζητήσετε να επικοινωνήσουν με τη Δημαρχία τηλ. 1300 722 542.	Italian Se avete bisogno di aiuto per capire il contenuto di questa lettera, recatevi presso il Customer Service Centre del Municipio dove potrete chiedere di essere assistiti nella vostra lingua; oppure mettetevi in contatto con il Servizio Telefonico Interpreti (TIS) al 131 450 e chiedete loro di mettersi in contatto col Municipio al 1300 722 542.
Croatian Ako vam je potrebna pomoć da biste razumjeli ovo pismo, molimo dođite u Općinski služni centar za klijente (Council's Customer Service Centre) i zatražite pomoć na svom jeziku, ili možete nazvati Telefonsku službu tumača (TIS) na 131 450 i zamoliti njih da nazovu Općinu na 1300 722 542.	Spanish A la persona que necesite ayuda para entender esta carta se le ruega venir al Centro de Servicios para Clientes [Customer Service Centre] de la Municipalidad y pedir asistencia en su propio idioma, o bien ponerse en contacto con el Servicio Telefónico de Intérpretes [“TIS”], número 131 450, para pedir que le comuniquen con la Municipalidad, cuyo teléfono es 1300 722 542.	Vietnamese Nếu quý vị không hiểu lá thư này và cần sự giúp đỡ, mời quý vị đến Trung Tâm Dịch Vụ Hướng Dẫn Khách Hàng của Hội Đồng Thành Phố (Council's Customer Service Centre) để có người nói ngôn ngữ của quý vị giúp hay quý vị có thể liên lạc Dịch Vụ Thông Dịch qua Điện Thoại (TIS) ở số 131 450 và yêu cầu họ liên lạc với Hội Đồng Thành Phố (Council) ở số 1300 722 542.
Polish Jeśli potrzebujesz pomocy w zrozumieniu treści tego pisma, przyjdź do punktu obsługi klientów (Customer Service Centre) przy Radzie Miejskiej i poproś o pomoc w języku polskim, albo zadzwoń do Telefonicznego Biura Tłumaczy (Telephone Interpreter Service — TIS) pod numer 131 450 i poproś o skontaktowanie się z Radą Miejską (Council) pod numerem 1300 722 542.	Indonesian Jika Anda memerlukan bantuan untuk memahami surat ini, silakan datang ke Pusat Pelayanan Pelanggan (Customer Service Centre) Pemerintah Kotamadya (Council) dan mintalah untuk bantuan dalam bahasa Anda, atau Anda dapat menghubungi Jasa Juru Bahasa Telepon (Telephone Interpreter Service - TIS) pada nomor 131 450 dan meminta supaya mereka menghubungi Pemerintah Kotamadya pada nomor 1300 722 542.	Turkish Bu mektubu anlamak için yardima ihtiyaciniz varsa, lütfen Belediye'nin Müşteri Hizmetleri Merkezi'ne gelip kendi dilinizde yardım isteyiniz veya 131 450'den Telefonla Tercüme Servisi'ni (TIS) arayarak onlardan 1300 722 542 numaradan Belediye ile ilişkiye geçmelerini isteyiniz.
Hungarian Amennyiben a levél tartalmát nem érti és segítségre van szüksége, kérjük látogassa meg a Tanácsház Ügyfél Szolgálatát (Customer Service Centre), ahol magyar nyelven kaphat felvilágosítást, vagy hívja a Telefon Tolmás Szolgálatot (TIS) a 131 450 telefonszámon és kérje, hogy kapcsolják a Tanácsházat a 1300 722 542 telefonszámon.	Czech Jestliže potřebujete pomoc při porozumění tohoto dopisu, navštivte prosím naše Středisko služeb pro veřejnost (Council's Customer Service Centre) a požádejte o poskytnutí pomoci ve vaší řeči anebo zavolejte Telefonní tlumočnickou službu (TIS) na tel. číslo 131 450 a požádejte je, aby oni zavolali Městský úřad Randwick na tel. číslo 1300 722 542.	Arabic إذا أردت مُساعدة لفهم هذه الرسالة، نرجوك الحضور إلى مركز خدمة عملاء المجلس وأطلب المساعدة في لغتك، أو يمكنك الاتصال بخدمة الترجمة الهاتفية (TIS) على هاتف رقم 131 450 وأطلب منهم الاتصال بالمجلس على رقم 1300 722 542.
Chinese 如果你需要人幫助你了解這封信的內容，請來市政會顧客服務中心要求翻譯服務，或者與電話傳譯服務（TIS）聯繫，號碼是131 450。請他們幫助你打電話給市政會，號碼是1300 722 542。	Russian Если Вам требуется помощь, чтобы разобраться в этом письме, то, пожалуйста, обратитесь в Муниципальный Центр Обслуживания Клиентов и попросите оказать Вам помощь на Вашем языке или же Вы можете позвонить в Телефонную Службу Переводчиков (TIS) по номеру 131 450 и попросить их связаться с Муниципалитетом по номеру 1300 722 542.	Serbian Ako vam treba pomoć da razumete ovo pismo, molimo vas da dođete do Centra za usluge mušterijama pri Opštini (Customer Service Centre) i zamolite ih da vam pomognu na vašem jeziku, ili možete nazvati Telefonsku prevodilačku službu (TIS) na 131 450 i zamolite ih da vas povežu sa Opštinom na 1300 722 542.