
To	Miljan Tepic	Date	15 November 2021
Copies	Kyle Dukes	Reference number	257913-01
From	James Edwards +02 9320 9166 151 Clarence Street, Sydney	File reference	MEM
Subject	SCH1-CCCC SSD-10831778 Response to DPIE Request for Additional Information - Randwick City Council Submission		

1 Summary

The south side of High Street is unsuitable for a Shared Path due to:

- Inconsistent path width due to parking indentations, street furniture and signal infrastructure means a shared path on High Street could not be continuous under current conditions,
- Inconsistency of cycling provisions along the length of High Street would likely increase conflict point risks if cyclists are entering and exiting the roadway in multiple locations. Confident cyclists would likely use the roadway while less confident cyclists would be put at greatest risk,
- Concessions around stormwater pits would result in a reduced effective path width for the length of the subject site. Introducing hazards to the Shared Path and is regarded as poor planning and design of cycling infrastructure.
- Steep grade falling from east to west, increasing likely bicycle travel speeds in that direction, beyond the acceptable limits for shared paths. Confident, experienced cyclists would be likely to use the roadway to facilitate higher speeds,
- High Street is signed a High Pedestrian Activity zone, including higher than normal proportions of vulnerable users including people with limited mobility, pregnant women, and children. Placing cyclists into this environment introduces an unnecessary risk to vulnerable pedestrians.

Memorandum

2 Introduction

Randwick City Council's Response to Submissions on the State Significant Development (No. 10831778) has requested that Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre (SCH1/CCCC) provide an additional 0.5m of footpath width to accommodate a Shared Path (total 3m wide) on the southern side of High Street as shown in Figure 1.

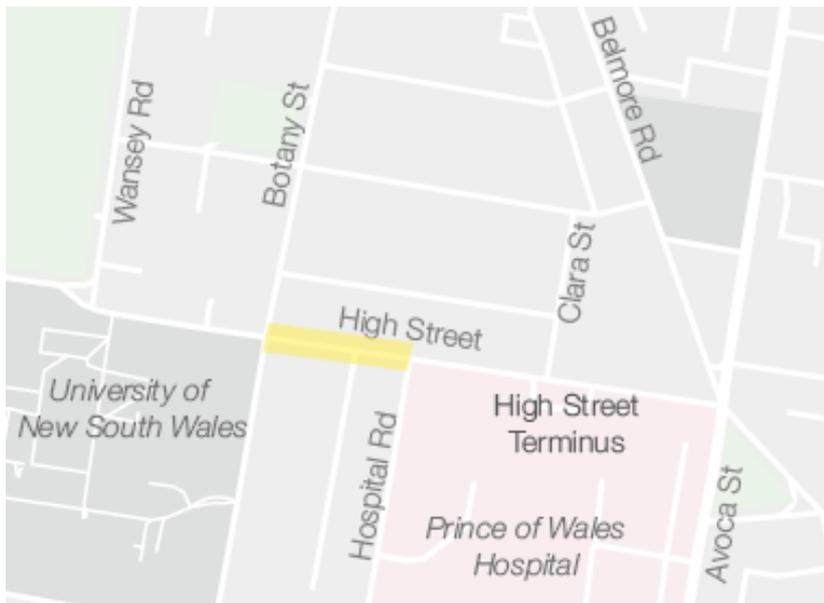


Figure 1: The subject of this report is the highlighted section of High Street adjacent to the SCH1/CCCC site

This memo provides a response to Council's request for additional footpath width for the provision of a Shared Path and an assessment of the impact of this provision on the cycling environment in High Street between Avoca Street and Wansey Road.

The section of High Street between Wansey Road and Avoca Street was rebuilt in 2019 during the installation of the CBD and South East Light Rail (CSELR) which terminates on High Street at Avoca Street. This redevelopment provided an opportunity to formalise the cycling route shown in the 2015 Bicycle Route Construction Priority Plan (Randwick City Council, 2015), from Coogee Beach to Randwick and along the length of High Street to Anzac Parade (route 5 in Figure 2).

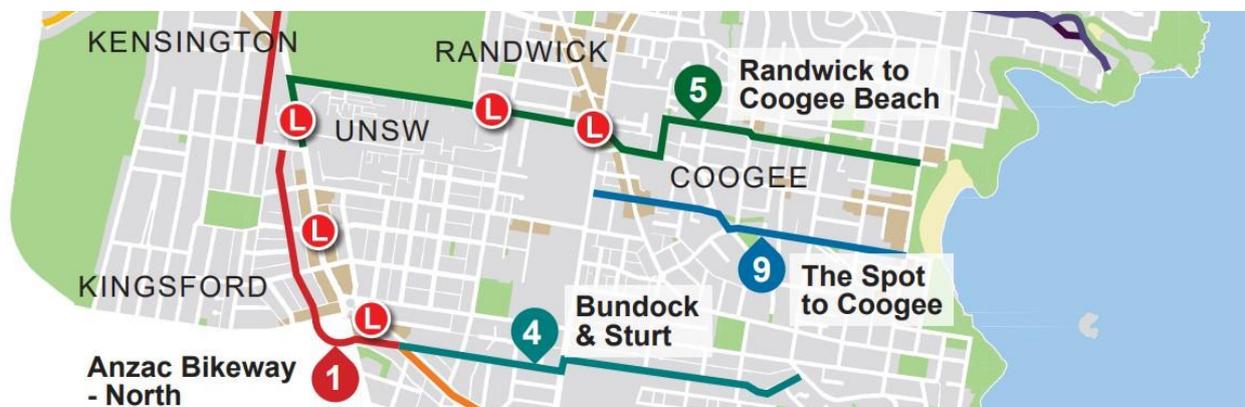


Figure 2: An extract of the Randwick City Council Bicycle route construction priority map showing routes connecting to High Street, the Randwick Health Campus and UNSW. (Randwick City Council, 2015)

Memorandum

2.1 Existing conditions

Footpaths

East of the SCH1/CCCC site there are sections of narrow footpaths, created by variations in the kerb line, installation of bollards and the presence of street furniture and signalling infrastructure as shown in Figure 3. This section also features multiple crossovers at various hospital access points.



Figure 3: Section of narrow footpath at the Sydney Children's Hospital and street furniture and signal infrastructure on High Street footpath (Google StreetView)

To the west of Botany Street, the High Street frontage of the UNSW campus exhibits a wide space between the buildings and the kerb line, but footpath width is restricted to accommodate the installation of substantial vegetation beds. No pavement marking or signage to identify this area as a Shared Path have been observed.



Figure 4: Footpath at the neighbouring UNSW site. Width was available but no Shared Path markings or signage installed (Google StreetView)

Memorandum

Gradient

The section of the High Street between the Light Rail terminus and Hospital Road has a significant grade, falling from east to west. This means west-bound cyclists are likely to be travelling significantly above 10km/h and as a result would be unsuitable for safe travel on a Shared Path.

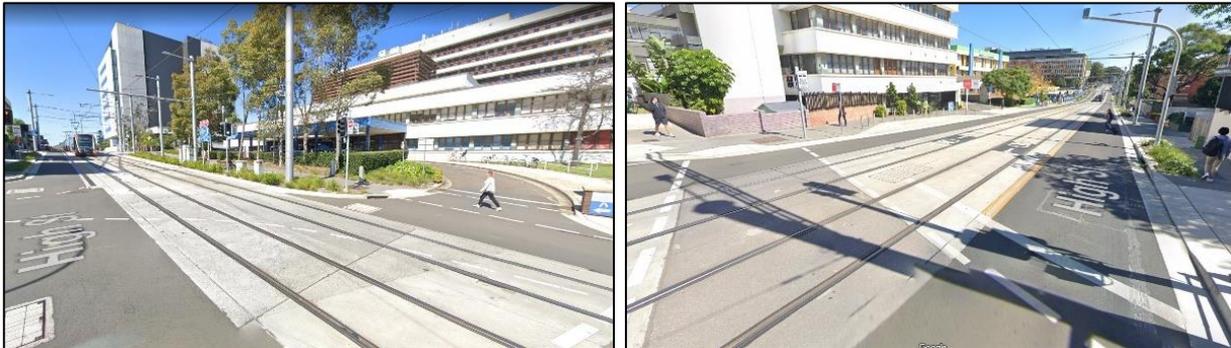


Figure 5: High Street (at Clara Street) looking uphill to the east (left) and downhill to the west (right), showing the steep gradient (Google StreetView)

Pedestrian volumes

High Street exhibits High Pedestrian Activity signage at numerous locations between Wansey Road and Avoca Street, including two signs erected within the site frontage of the SCH1/CCCC project, between Hospital Road and Botany Street. Given the local health campus environment and proximity to the Sydney Children's Hospital, it may be assumed that these pedestrians would include a higher-than-average number of vulnerable users, including people with restricted mobility, children, and pregnant women.



Figure 6: A High Pedestrian Activity sign at the SCH1/CCCC site (Google StreetView)

No pedestrian counts have been recorded for this area since the completion of the Light Rail installation, and recent volumes would not be considered indicative of future volumes. COVID-19 related restrictions have reduced student attendance at the UNSW campus and current development will generate additional foot traffic on High Street as patients, staff and visitors access the future Randwick Campus Redevelopment site.

Memorandum

2.2 Light Rail project opportunity

Planning documentation for the light rail project, including impacts to cycling and walking infrastructure, was undertaken by Arup in 2016. This strategic plan was commented on by Randwick City Council in 2016 but no comment about formalisation of the High Street cycling route was provided at that time. The report included the following description of cycling in High Street:

“High Street is designated as an on-road route in the Randwick City Council bike map. Though there is currently no signage to formalise the route, High Street is currently utilised by cyclists to access the Randwick Hospital precinct and UNSW, in particular the section between Wansey Road and Avoca Street.” (Hayes, 2016)

There has been no formalisation of this route to date, and no designation of a Shared Path along any section of High Street. No provision has been made for bicycle parking facilities or any observable cycle route signage at the Light Rail terminus or along High Street between Avoca Street and Wansey Road.

3 Shared Path suitability review

Given recent redevelopment of this streetscape, Council’s request to provide additional footpath width to accommodate a Shared Path between Hospital Road and Botany Street appears inconsistent with previous approaches.

A Shared Path between Hospital Road and Botany Street would result in a lack of continuity of cycling infrastructure on High Street. Footpaths to the east of the site are variable in width and include extensive street furniture. To the west of the site, fronting UNSW, High Pedestrian Activity signage was installed but no provision was made for cycling.

Inconsistency in cycling infrastructure and signage creates confusion for cyclists, which would likely result in cyclists using both the road and shared paths along High Street. Incidents involving cyclists commonly occur where they are entering or leaving the road network, infrastructure inconsistencies therefore increase the risk of cyclist injuries.

Council’s response included a suggestion that landscaped buffers around stormwater pits could be confined to pit locations, but these would still restrict the width of the Shared Path provided. Provision of a 3m wide Shared Path, but with concessions around stormwater pits, is akin to providing a path of narrower width or introducing hazards to the Shared Path and is regarded as undesirable for cycling infrastructure. Intrusions into roadways and un-trafficable hazards in road surfaces are not permitted, nor should they be tolerated in planning of active transport paths.

Creating an environment where vulnerable pedestrians are required to continually interact with cyclists, and particularly where cyclists may be anticipated to be moving at high speed, is an unsafe method of delivering active transport infrastructure. The priority need for a footpath adjacent to a hospital is to accommodate vulnerable and infirm pedestrians. In this environment, cyclists on a shared path would create an unnecessary risk.