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## Maroubra Road Intersection Upgrades

1 message

Sarah Bickford &lt;sarah.bickford@bicyclensw.org.au&gt;

15 February 2024 at 00:05

To: council@randwick.nsw.gov.au, Peter McLean &lt;peter.mclean@bicyclensw.org.au&gt;

Dear Anthony and Amanda,

Thank you for the opportunity to comment on the proposal to upgrade 9 intersections on Maroubra Road.

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-eight years and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient, and attractive for all ages with the correct infrastructure design.

Bicycle NSW is supportive of Randwick's plans to:

Add new signalised crossings -

There are many places where it is incredibly scary to cross Maroubra Road on foot or by bike. In particular, the new crossing at Royal Street will make it possible to use the signed bike route south from Kingsford.

Remove several slip lanes -

Slip lanes prioritise car movement, allowing cars to turn without slowing down. They are dangerous to cross and take up valuable public space.

Extend 40km/h zones -

Slowing down traffic has a transformative effect on our communities. Please refer to our submission to Inner West Council <https://bicyclensw.org.au/wp-content/uploads/2023/11/231103-Inner-West-@-40-Bicycle-NSW.pdf> for detailed commentary on the benefits for safety, amenity and quality of life. Reduced speed limits encourage mode shift and there is minimal impact on travel time.

Reallocate road space to wider footpaths -

The [Road User Space Allocation Policy](#) was published by Transport for NSW in early 2021. This policy establishes a road user hierarchy that considers pedestrians first and private cars last, and provides local and State governments with a powerful lever to prioritise road space for active transport.

Reduce vehicle lanes at some intersections -

Removing unnecessary vehicle space has huge benefits for the public realm, allowing wider footpaths, kerb extensions to reduce crossing distance and new landscaping.

Move bus stops 'in lane' -

It is great to see Randwick introducing in lane bus stops by extending bus stops into the kerbside lane. This design solution creates more space in the verge for landscaping (and car parking), reduces conflict and prioritises bus passengers as buses do not have to wait to re-enter the traffic flow.

In general, the project aligns with local and state government policies and strategies to prioritise active transport and improve place. The [Movement and Place Framework](#) takes a cross-governmental integrated approach to infrastructure projects and land use design. The [Future Transport Strategy](#) has a key ambition to reduce car reliance and prioritise active, public and multi-modal transport options. In 2022, Transport for NSW released the [Eastern Harbour City Strategic Cycleway Corridors](#). The 30 corridors aim to connect key centres such as Randwick, Eastgardens and Maroubra Junction. Exact routes will be subject to detailed design and collaboration with councils and the community. This was followed in December 2022 by the [Active Transport Strategy](#) which strives to double walking and cycling trips and deliver 100km of new cycleways by 2028.

**However, Bicycle NSW is concerned that car-first thinking prevails at Randwick.** The overarching aim at most of the 9 intersections is clearly to improve traffic flow in and around the corridor. More lanes are being added than removed. The new left and right turn lanes will increase vehicle throughput. And of course, this will induce yet more traffic in a car-saturated part of Sydney, with bottlenecks moved elsewhere on the local road network - and counteract Council's efforts to encourage active and public transport over driving.

### **Bicycle NSW's recommendations to improve the plans for Maroubra Road:**

1. We urge Randwick to investigate removing further vehicle lanes at intersections. Carefully balance the needs of all road users and work towards making driving less attractive and convenient than walking and cycling.
2. Retain the median on either side of the Anzac Parade intersection. In fact, this should be widened, fences removed and trees planted in the tree-less sections. The median helps slow vehicles and creates a gateway to the Junction. Take the opportunity to strengthen, not eliminate, these qualities.

3. It is essential that the designs for all interventions are reviewed and finalised in conjunction with urban designers and other place champions. Unfortunately, traffic engineers often develop detailed designs without a place lens, overuse concrete and signage, and miss opportunities to integrate additional landscaping, seating, bike parking, and WSUD (water sensitive urban design) elements. Council must leverage its investment in streetscape projects and ensure that every intervention leaves the place where it is located better, safer and greener.

4. Make sure the proposals for these 9 intersections align with, and support, the new Randwick Active Travel Strategy that Council is currently preparing. We hope that the engineering, sustainable transport, strategic planning and place teams will collaborate closely at every step of the process.

5. Bicycle NSW aligns with the Better Streets coalition campaign and advocates that Randwick further reduces speed limits to 30km/h on streets with a high concentration of pedestrian activity. We would like to see a network of 30km/h routes linking town centres, schools and other daily destinations.

6. Prioritise pedestrians and cyclists at all intersections. Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and Council strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure. Pedestrian and bicycle level of service should be optimised with the following features: Instant green on demand for pedestrians and bicycles at mid-block crossings, with induction loop detectors for bicycles/wheelchairs/mobility scooters and fully accessible push buttons.

- Longer crossing times so that pedestrians of all ages and abilities have time to cross safely and without stress.
- Automatic green for pedestrians/bicycles at all signalised intersections so there is no need to press a 'beg button'
- Raised crossings at unsignalised intersections will slow cars and improve safety.
- Bicycle paths must continue across the raised and signalised crossings so people riding bikes are not required to dismount the following

7. Consider a separated cycleway for Maroubra Road. This cycleway was a key component of the Maroubra Junction Public Domain Plan <https://bicyclensw.org.au/wp-content/uploads/2023/03/230328-Maroubra-Junction-Public-Domain-Masterplan-submission-2.pdf> It would serve the 1000s of new residents at Eastgardens and provide a viable alternative to driving. Unfortunately, councillors voted to delete this concept from future planning last year. It was a very disappointing move - just as council staff began to draft the new Randwick Active Transport Strategy. Strategic priorities and land use have changed over the last decade. Analysis of future transport needs is underway for the development of the ATS. Maroubra Road could indeed emerge as the most appropriate route for a major east-west cycleway when considered through the lens of Future Transport 2061, Strategic Cycleway Corridors program and the Road User Space Allocation policy. Locals are very fearful of the congestion that the surging Eastgardens population will bring and may well support a radical vision for Maroubra Road. To remove it from being a dream, even a pipe dream with no timeline, is a major setback to RCC's aspirations for walking and cycling.

We hope this is helpful feedback. Please do not hesitate to contact Bicycle NSW if we can further assist with developing plans for Maroubra Road

Many kind regards,



Sarah Bickford  
Bike Planner

**Bicycle NSW**

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