

COMMUNICATIONS

Community Consultation Report

Activate Anzac Parade

Walking and cycling improvements

10 July 2023

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1. Summary

Randwick City Council is investigating ways we can turn the central median along Anzac Parade between La Perouse and Kingsford into a space for people by creating new walking and cycling connections and more public spaces.

The following report outlines the consultation program undertaken to understand the community's support for walking and cycling improvements along Anzac Parade and capture ideas for new outdoor recreation opportunities.

The Your Say Randwick webpage had 2338 visitors and more than 750 engagements via the online survey, ideas board and mapping, as well as submissions to Council.

From the survey, we found that 43% of the 475 respondents currently cycle along Anzac Parade, the majority of those being male. 48% of respondents who cycle do not feel safe and a further 20% find connecting to Anzac Parade difficult.

Of the 57% of respondents who do not currently cycle along Anzac Parade, 43% indicated they are prevented from cycling because they do not feel safe.

If a dedicated cycleway was built in the central median, 28% would use it for recreation or fitness and a further 22% would use it to visit shops or services.

Survey respondents indicated that they primarily walk along Anzac Parade to visit shops and services, for recreation and fitness or to connect to public transport. If a dedicated walking path was built, respondents indicated they would use it primarily for the same reasons.

The top suggestions for the types of outdoor recreation opportunities we can create along Anzac Parade included a dedicated cycle path, facilities such as outdoor gyms, basketball courts, adventure playgrounds and skate parks, and more green spaces and gardens.

Safety and accessibility were seen as the primary barriers for using the central median for outdoor recreation, citing the need for more pedestrian crossings and better lighting. In addition, high traffic volumes, noise, and air pollution were frequently mentioned as barriers to spending time in the area.

2. Community engagement strategy

2.1. Background

Randwick City Council is investigating ways we can turn Anzac Parade between La Perouse and Kingsford into a space for people by creating new walking and cycling connections and more public spaces.

As part of our Integrated Transport Strategy to create an additional 30km of safe cycle routes by 2032, we are currently looking at options for the Anzac Parade corridor between La Perouse and Kingsford.

The first step of this process will examine opportunities along the Anzac Parade corridor between La Perouse and Kingsford, to help develop detailed design plans for walking and cycling improvements between the Kingsford Light Rail terminus and Fitzgerald Avenue, Maroubra.

2.2. Objectives

The consultation program aimed to:

- Measure community support for a safe cycleway and walking paths from La Perouse to Kingsford
- Inform the community about the project and Council's cycleway priority routes
- Obtain feedback from the community using their local insights of a particular locality to feed into the planned cycleway
- Understand how people's behaviour might change if this cycleway was constructed
- Gather ideas for creating new, inviting open spaces for recreational use

2.3. Consultation period

The consultation was open for 6 weeks from 5 April to 5pm, 17 May 2023.

The project was assessed as having a higher-level city-wide impact.

IAP2 Consultation level: Consult

We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

2.4. Consultation activities

Community engagement activities undertaken:

- Dedicated consultation website to take a survey, share an idea or drop a pin
- Email to Your Say subscribers: 5 April 2023
- Randwick News (weekly email): Listed weekly during consultation period
- Social media: 6 April, 16 April and 1 May 2023
- Flyer drop in all suburbs from Kingsford south to La Perouse
- News story on Randwick City Council website
- Digital display screens across all Randwick City libraries, Des Renford Aquatic Centre and Customer Service Centre
- Listing on Randwick City Council's *Current Consultations* webpage
- Email to all precincts
- Councillor notification

3. Consultation outcomes

A dedicated Your Say Randwick website was created to gather community input via an online survey, ideas board and interactive map.

The consultation was open from 5 April to 17 May 2023.

During this time, the consultation experienced the following:

- 2338 visitors to the website
- 475 survey responses
- 127 ideas
- 148 pins dropped on the map
- 7 submissions

3.1. Survey results

The online survey received 475 responses.

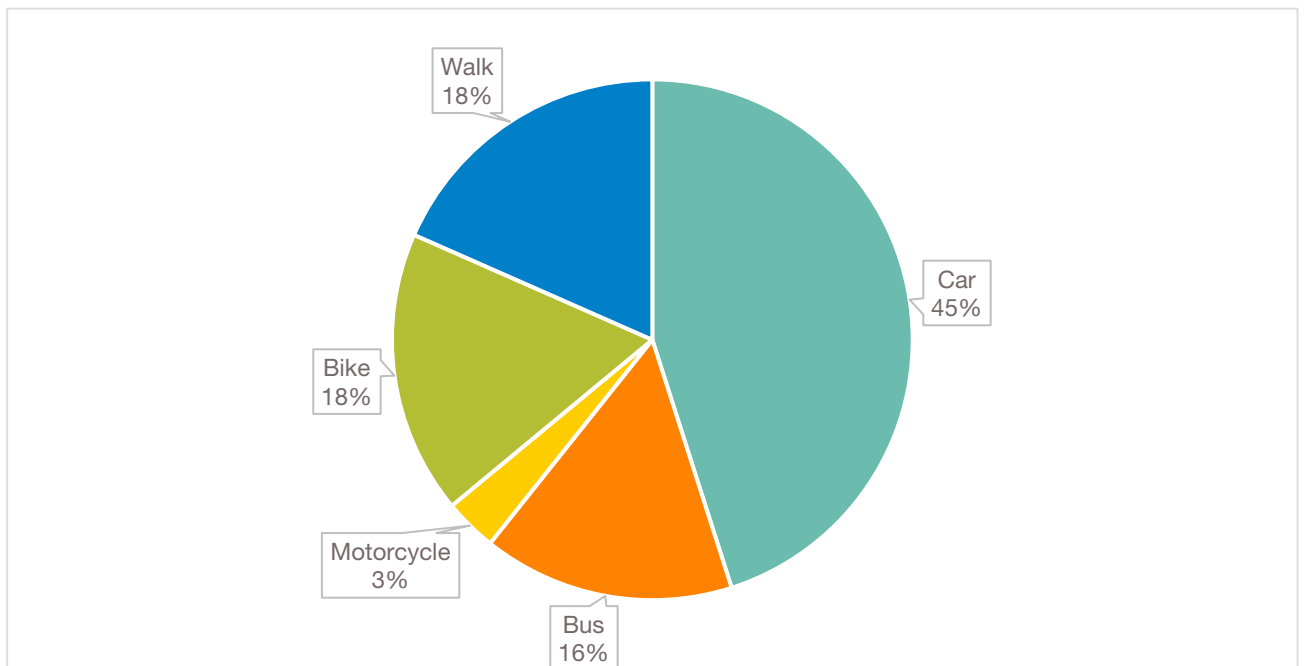
3.1.1. Demographics

Table 1: Demographic data from survey respondents, N=475

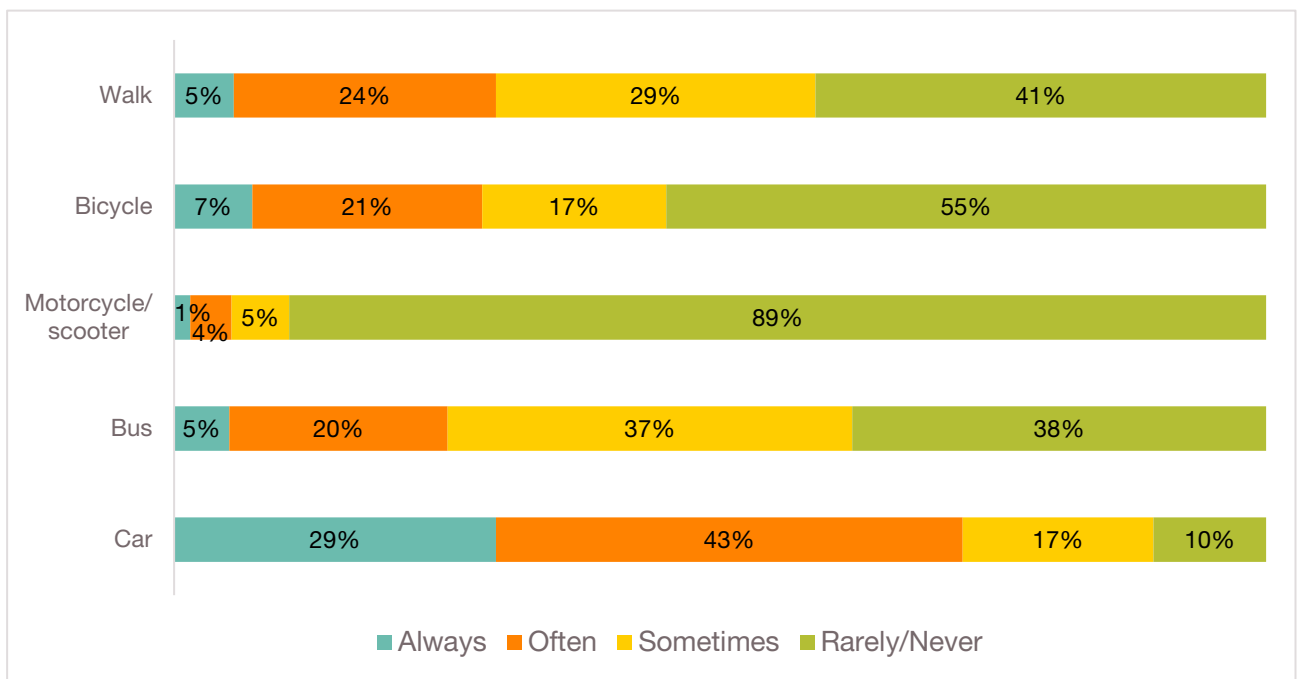
Demographic breakdown of respondents	
Suburb of residence	<ul style="list-style-type: none">• 39% - Maroubra, Maroubra Junction and South Maroubra• 29% - Little Bay, Malabar, Matraville, Chifley, Phillip Bay or La Perouse• 15% - Randwick, Coogee, South Coogee or Clovelly• 13% -Kingsford or Kensington• 4% - outside LGA
Main connection to Anzac Parade	<ul style="list-style-type: none">• 53% live within a 10 min walk of Anzac Parade• 27% visit shops or services along Anzac Parade• 18% live along Anzac Parade• 2% work along Anzac Parade
Gender	<ul style="list-style-type: none">• 50% male• 44% female• 0.5% gender diverse• 4.5% prefer not to say
Age	<ul style="list-style-type: none">• 50% aged 30-49 years• 33% aged 50-69 years• 8% aged 70+ years• 4% aged 18-29 years• 4% prefer not to say

3.1.2. Travelling on Anzac Parade

The most common method of travelling along Anzac Parade is by car with 45% of responses indicating travel by car is 'always' or 'often'. This is followed by walking and cycling with 18% of responses each.



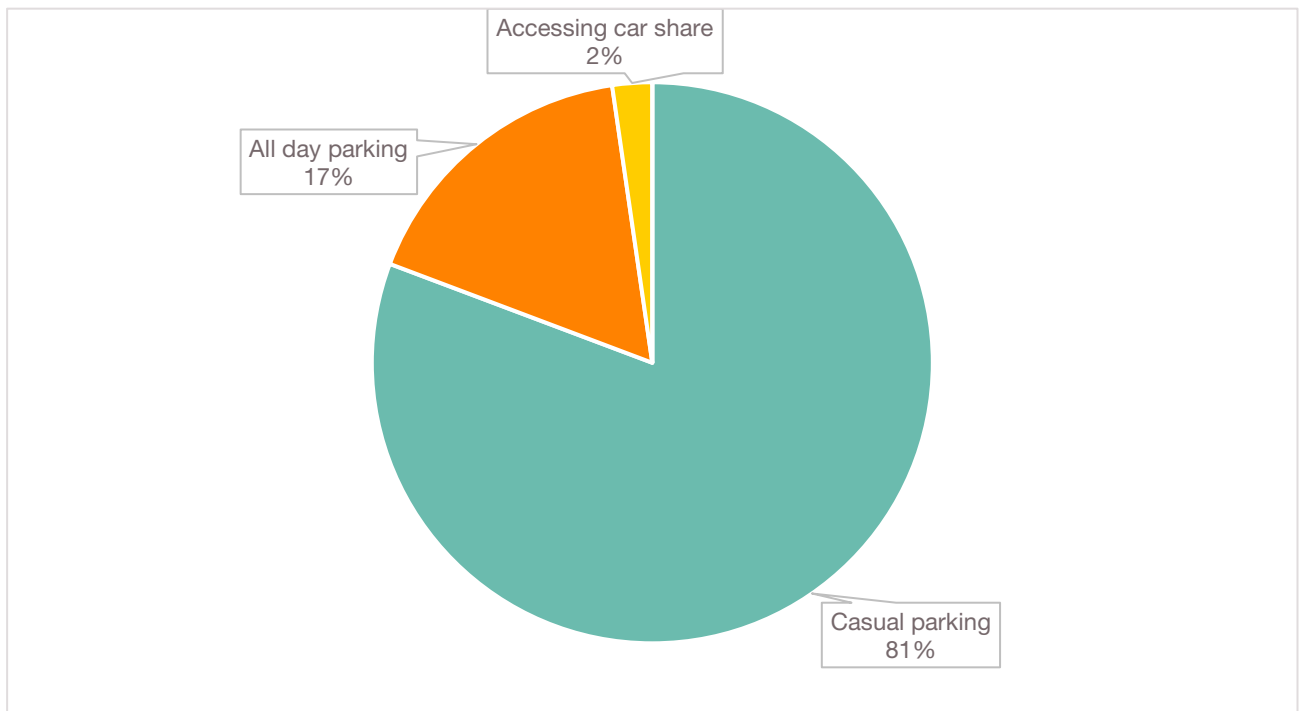
Graph 1: N=761. Most popular method of travelling based on 'always' and 'often' responses only



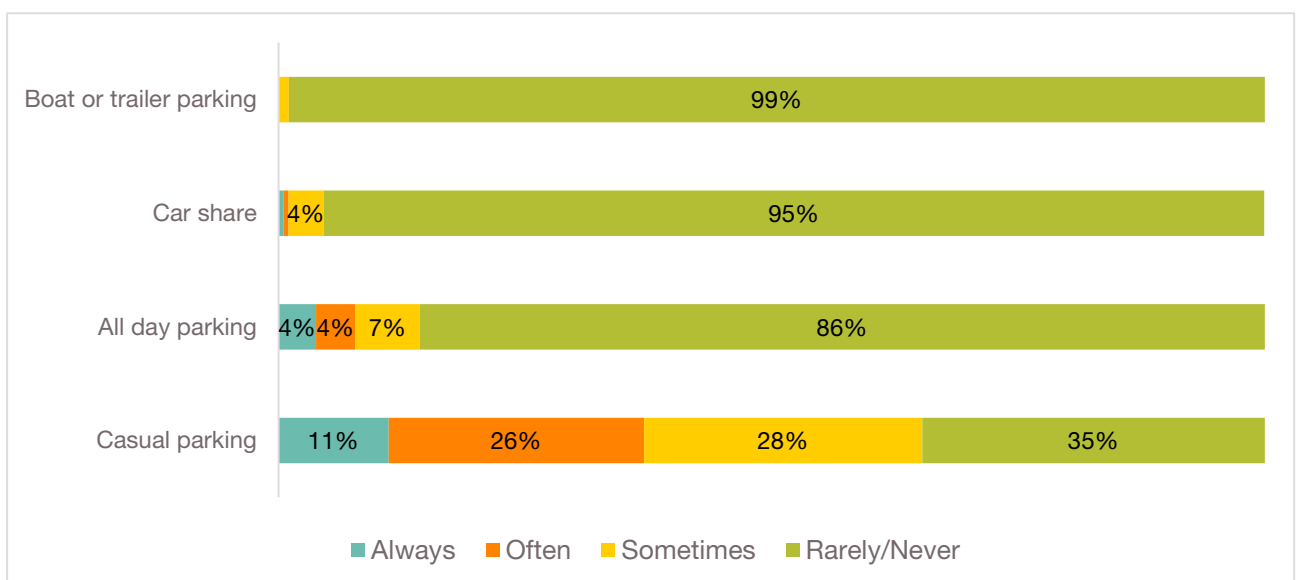
Graph 2: N=475. Breakdown of modes of transport used to travel along Anzac Parade

3.1.3. Parking on Anzac Parade

Anzac Parade is mostly used for casual parking, with 81% of responses indicating the corridor is 'always' or 'often' used for casual parking. This is followed by all day parking (17%) and accessing car share (2%).



Graph 3: N=218. Most popular way of using Anzac Parade for parking based on 'always' and 'often' responses only



Graph 4: N=475. Breakdown of parking use along Anzac Parade

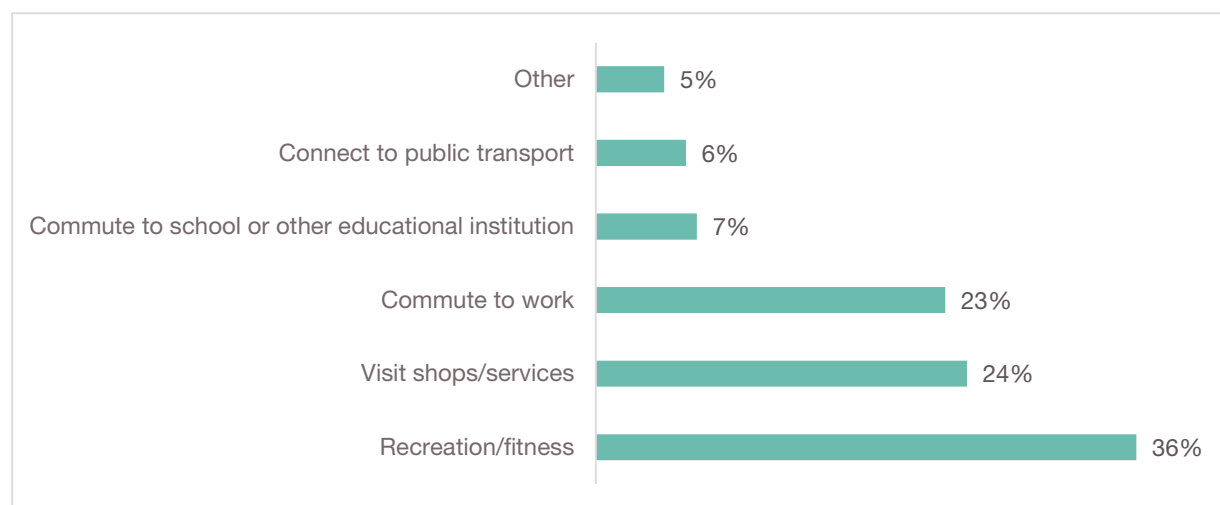
3.1.4. Cycling on Anzac Parade

- 202 respondents (43%) cycle along Anzac Parade compared with 273 survey respondents (57%) who do not. Table 2 examines cycling behaviour based on gender.
- A significant gender disparity exists for cyclists currently using Anzac Parade, with one in three riders identifying as being female. Further breakdown of this aspect has been undertaken to understand why this lower participation rate exists in order to help create equitable access to active transport.
- Reasons for cycling: Respondents who cycle along Anzac Parade do so primarily for recreation/fitness (36%), followed by visiting shops/services (24%) and commuting to work (23%). See Graph 5 for all responses
- Barriers when cycling: Those who cycle were asked to share any barriers they experience when cycling. The most common barrier was not feeling safe on the road (48%) and finding it difficult to connect to Anzac Parade (20%). See Graph 6 for all responses
- Reasons for not cycling: Those who do not cycle were asked what prevents them from cycling along Anzac Parade. The most common reason was feeling unsafe cycling on the road (43%), followed by not owning a bike (17%) and finding it difficult to connect to Anzac Parade (11%). See Graph 8 for all responses
- Barriers for women: Not feeling safe on the road is the most common barrier experienced by female respondents who both do and don't cycle along Anzac Parade (63 responses or 59% and 89 responses or 40% respectively). See Graphs 7 and 9 for all responses

Table 2: Breakdown of cyclists based on gender

273 (57%) No, I don't cycle along Anzac Parade	202 (43%) Yes, I cycle along anzac Parade
Female: 144 (53%)	Female: 66 (33%)
Male: 119 (44%)	Male: 120 (59%)
Gender diverse: 0 (0%)	Gender diverse: 2 (1%)
Prefer not to say: 10 (3%)	Prefer not to say: 14 (7%)

Reasons for cycling along Anzac Parade:

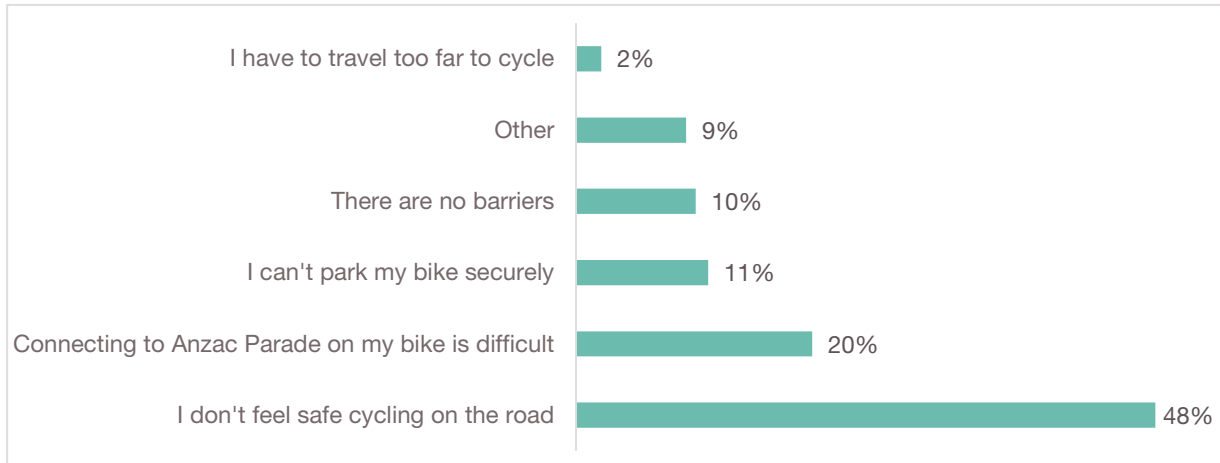


Graph 5: N=422. Reasons why respondents cycle along Anzac Parade. Choose all that apply

'Other' reasons stated for cycling Anzac Parade (number of responses)

Visit family and friends (5), Visit the beach (3), Ride into city (2), Ride to La Perouse for exercise (2), Cycling with Children (3), Visit Des Renford Aquatic Centre or Heffron Park (2), Travel to work (1), Environmental reasons (1)

Barriers when cycling along Anzac Parade - Respondents who said 'yes' they cycle along Anzac Parade:



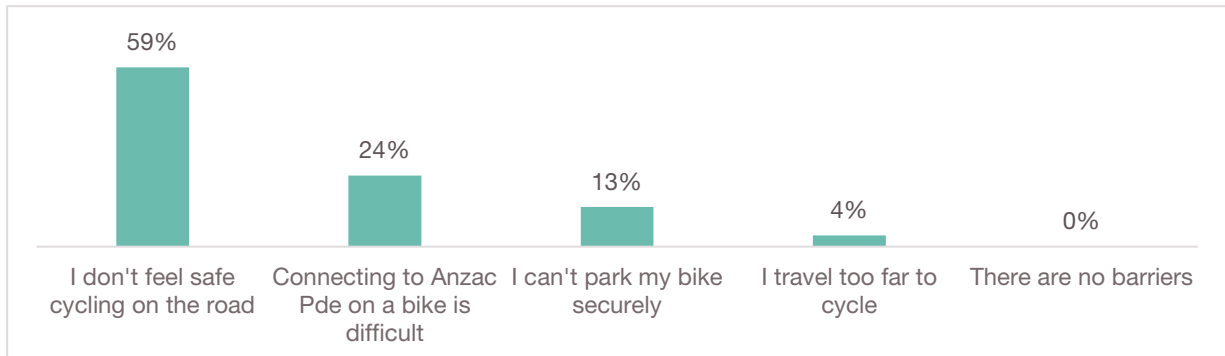
Graph 6: N=382 Barriers experienced by respondents who cycle along Anzac Parade. Choose all that apply

'Other' barriers when cycling along Anzac Parade (number of responses)

Safety concern - parked cars (11), Safety concern - speeding cars (7), Safety concern - cars not keeping safe distance (6), No continuous dedicated cycle path (4), Safety concerns – generally feeling unsafe (3), Safety concern - road conditions (2), Safety concern – buses (2), Not enough bike parking (2), Road too busy (1), Waste of money (1)

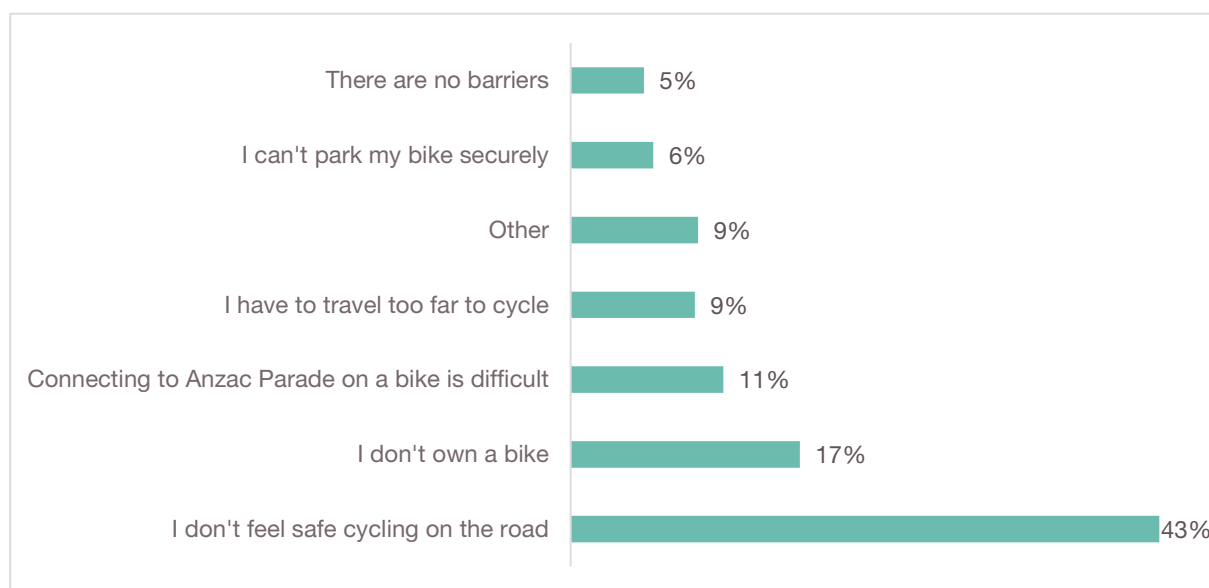
See Appendix A for all comments.

Barriers when cycling along Anzac Parade - Respondents who said 'yes' they cycle along Anzac Parade and are female:



Graph 7: N=106. Barriers experienced by female respondents who cycle along Anzac Parade – shown as number of responses. Choose all that apply

Reasons for not cycling along Anzac Parade - Respondents who said 'no' they do not cycle along Anzac Parade:



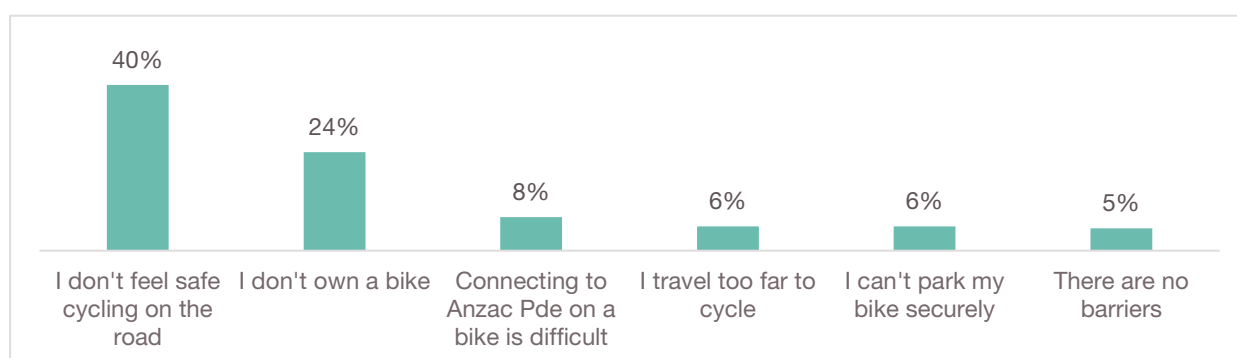
Graph 8: N=433. Reasons why respondents do not cycle along Anzac Parade – shown as number of responses. Choose all that apply

'Other' reasons for not cycling Anzac Parade (number of responses)

Not interested in cycling or can't ride a bike (10), Concerned that cycling slows the traffic on Anzac Parade (7), Feel unsafe (5), There is no cycle lane to use (4), Prefer to use surrounding streets that are quieter (4), My commute doesn't suit cycling (4), Health reasons prevent cycling (3), End of trip facilities are limited (1)

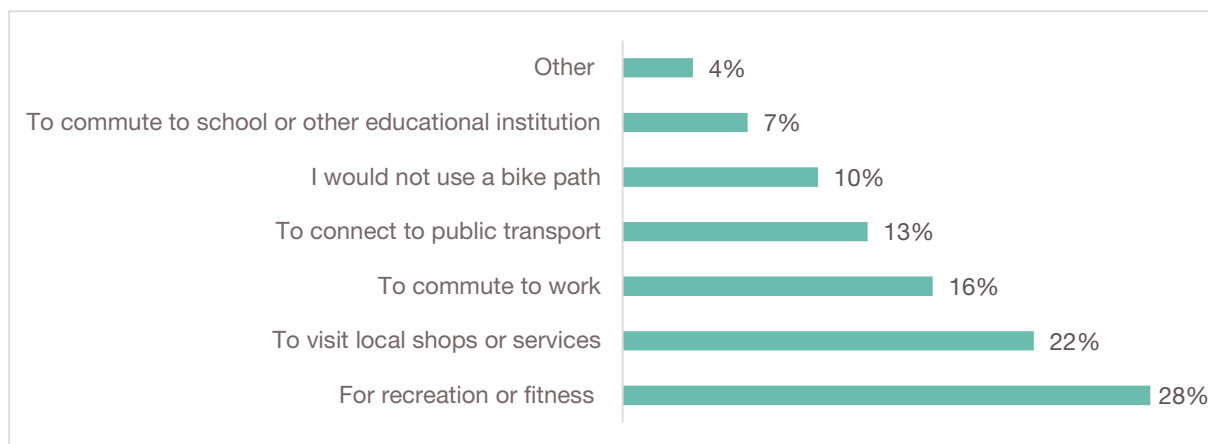
See Appendix B for all comments

Reasons for not cycling along Anzac Parade - Respondents who said 'no' they do not cycle along Anzac Parade and are female:



Graph 9: N=198. Reasons why female respondents do not cycle along Anzac Parade – shown as number of responses. Choose all that apply

Reasons for using a dedicated bike path along Anzac Parade:



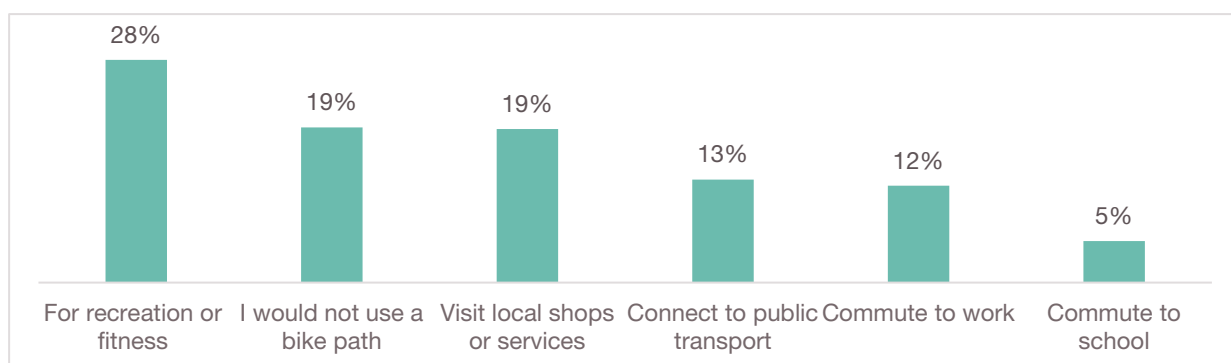
Graph 10: N=1100. How respondents would use a dedicated cycle path. Choose all that apply

'Other' ways respondents would use a dedicated cycle path (number of responses)

With children (9), Don't need a dedicated cycleway (7), To visit friends and family (6), To go to the beach (4), Link to other parts of the city (3), Would only use if it was wide enough (2)

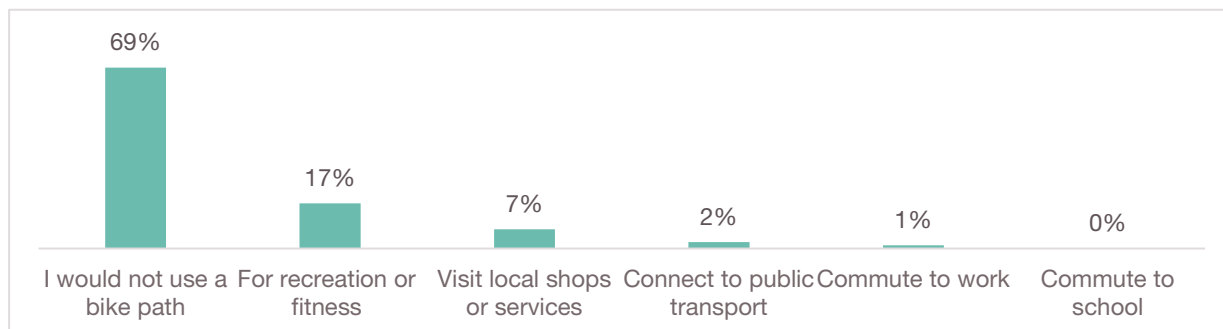
See Appendix C for all comments

I don't cycle along Anzac Parade/I would use a dedicated cycle path to:



Graph 11: N=519. How respondents who do not currently cycle along Anzac Parade would use a dedicated cycle path – shown as number of responses. Choose all that apply

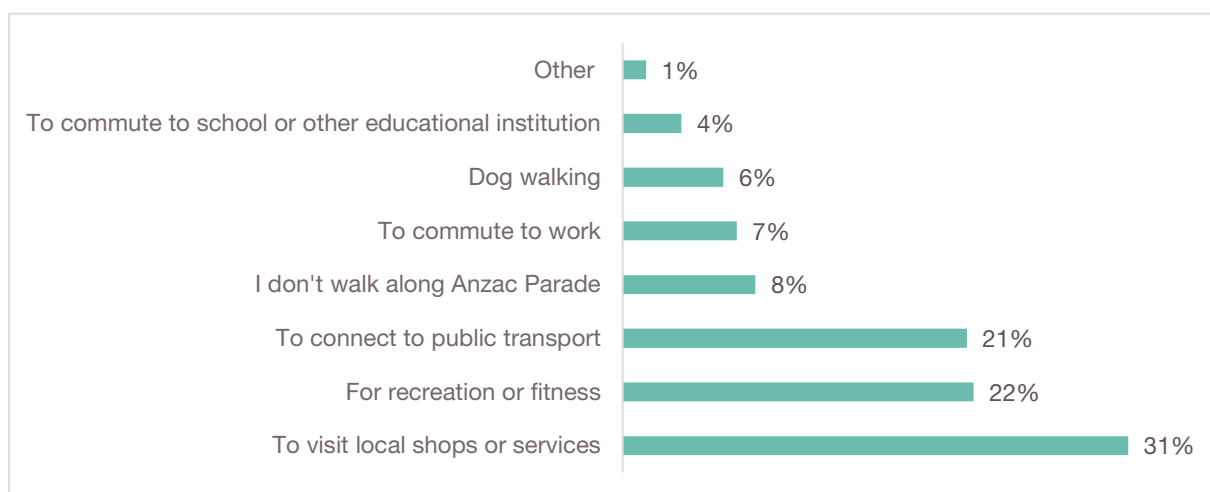
I don't own a bike/Would use a dedicated cycle path to:



Graph 12: N=81. How respondents who do not own a bike would use a dedicated cycle path – shown as number of responses. Choose all that apply

3.1.5. Walking on Anzac Parade

Respondents were asked to give the reasons they currently walk along Anzac Parade. The main reason was to visit shops or services (31%), followed by recreation and fitness (22%) and connecting to public transport (21%).

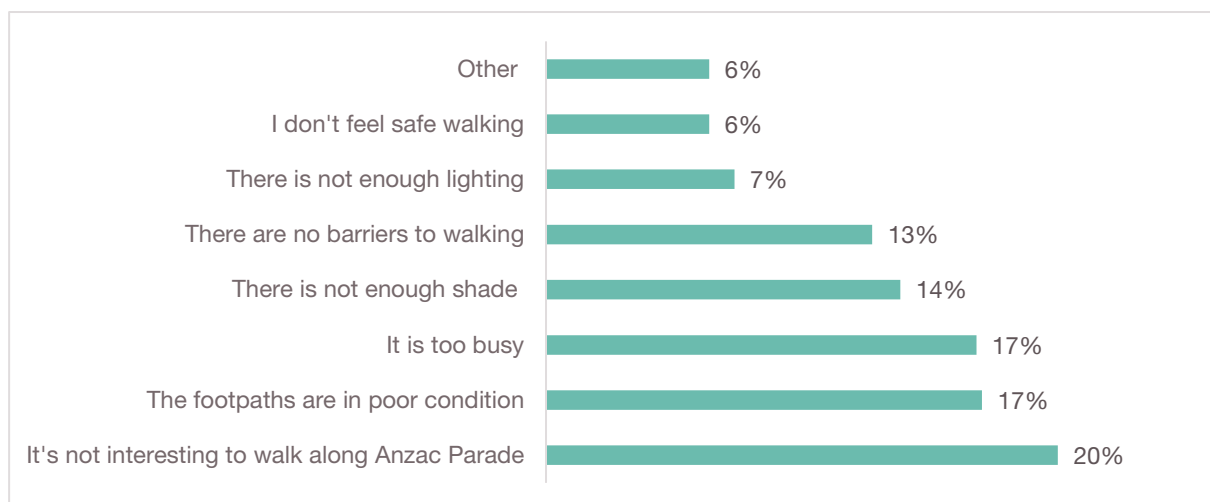


Graph 13: N=971. Reasons for walking along Anzac Parade. Choose all that apply

'Other' reasons for walking Anzac Parade (number of responses)

Exercise (3), Taking children to school/walking with children (3), Dog walking (2), Visit shops and services (2), Connect to public transport (1), Visit family and friends (1), Cannot walk due to health constraints (1), Rescuing wildlife (1)

Barriers when walking along Anzac Parade



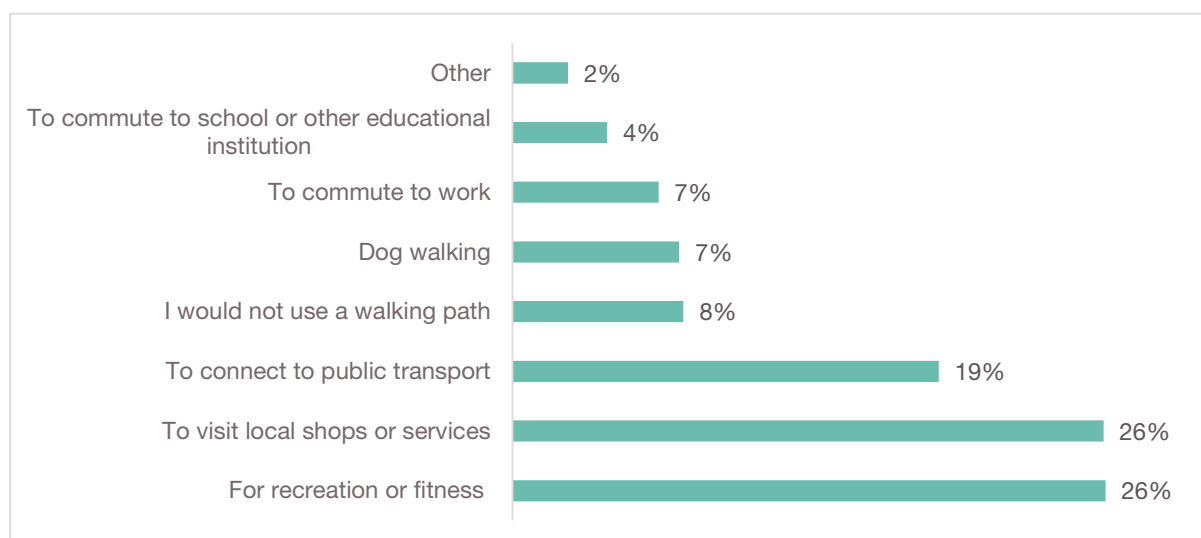
Graph 14: N=915. Barriers experienced walking along Anzac Parade. Choose all that apply

'Other' barriers walking Anzac Parade (number of responses)

Difficult for pedestrians to cross Anzac Parade (16), Too noisy (12), Too polluted (10), Footpaths are narrow, unsafe due to bikes (7), Too many cars (6), Need more shade or places to rest (4), Unattractive (4), Feels unsafe – antisocial behaviour on the streets (3)

See Appendix D for all comments

If we built a dedicated walking path along Anzac Parade, how would you use it?



Graph 15: N=1090. How respondents would use a dedicated walking path along Anzac Parade. Choose all options that apply

'Other' ways to use a walking path along Anzac Parade (number of responses)

No need for a path, there are enough footpaths (9), Meet friends and rest (3), Walk more (2), Access the beach (1)

Suggestions for the types of outdoor recreation opportunities we can create along Anzac Parade

The following table lists the common themes provided by survey respondents, listed in order of most common. See Appendix E to read all comments.

Table 3: Common themes - suggestions on types of outdoor recreation opportunities

Theme	Summary
Dedicated cycle path	Many respondents expressed the need for safe and separate cycle paths, separated from pedestrian paths, to ensure safety and encourage cycling as a mode of transportation.
Outdoor fitness and active recreational facilities	Suggestions included outdoor gyms and fitness stations, basketball courts, adventure playgrounds, skate parks, and pump tracks.
Green spaces and gardens	Some respondents emphasised the importance of preserving trees and adding more greenery along Anzac Parade. Suggestions included community gardens, native gardens, shaded seating, and nature walks.
Passive recreation and pedestrian-friendly amenities	Requests were made for more walking paths, shaded seating areas and places to rest for relaxation and social interaction, water stations, and fenced dog parks. Some also mentioned the need for improved

Theme	Summary
	pedestrian safety measures such as pedestrian railings and designated crossings.
Community spaces and activities	Ideas included communal areas for gatherings/picnics, cafes or food trucks, street libraries, and spaces for events and family fun days.
Light rail extension	Some suggested extending the light rail to Maroubra Junction to improve transportation options and encourage sustainable commuting.
Concerns about parking and traffic	Comments made about the potential impact on parking availability and traffic congestion, expressing the need to find a balance between recreational improvements and practical considerations.
Inclusivity and accessibility	Suggestions were made to include amenities for people with disabilities, provide more car parking spaces, and consider the needs of different age groups, such as areas for teenagers.
Playgrounds and children's facilities	Many respondents mentioned the need for children's playgrounds and areas where families can engage in recreational activities.
Cultural and educational elements	Some suggestions for incorporating elements that highlight the area's history, Aboriginal heritage, and natural environment, such as educational displays, art installations, and sensory gardens.
Safety and Accessibility	Safety concerns were raised regarding the proximity of recreational areas to heavy traffic on Anzac Parade. Several respondents mentioned the importance of creating spaces that are protected from traffic and easily accessible from side streets.

Using a dedicated walking path for recreation/fitness

Those who indicated they would use a dedicated walking path along Anzac Parade for 'recreation or fitness', later provided the following suggestions for the types of recreation opportunities we could create in the central median.

Table 4: Suggestions for recreation opportunities by respondents who would use a walking path for 'recreation or fitness'

Ideas	Number of mentions	Ideas	Number of mentions
Bike paths/cycleways	34	Cafes/food trucks	9
Outdoor gym equipment	14	Walking paths	9
Seating/shaded seating	13	Green spaces/vegetation/trees	8
Playgrounds/parks	13	Basketball courts	7
Community gardens	11	Water features/water play areas	6

Barriers to using the Anzac Parade median / central space for recreation

The following lists the common themes provided by survey respondents, listed in order of most common. See Appendix F to read all comments.

Table 5: Common themes for barriers to creating outdoor recreation opportunities

Barriers	Summary
Safety and accessibility	Safety is a major concern for pedestrians and cyclists. Individuals mention the need for more pedestrian crossings, better lighting, and well-designed infrastructure that ensures the safety of all road users. Some worry about the potential for accidents, especially if there are inadequate pedestrian crossings or if the area is not well-lit at night.
Traffic and Pollution:	The high traffic volume, noise, and air pollution were frequently mentioned as deterrents to spending time in the area. People expressed a desire to reduce car usage and promote active transport, such as walking and cycling, to address these issues.
Parking	The impact on parking availability was a concern for some individuals, particularly in the Maroubra Junction area. They emphasized the need to maintain or provide alternative parking options if changes were made to the median strip. Concerns are raised about the negative impact that parking loss may have on local businesses and residents' ability to access the area.
Light Rail Extension	Many respondents expressed a desire for the light rail to be extended in the future, particularly to La Perouse. There were concerns about any plans that could compromise or prevent the extension of the light rail.
Safety	Many individuals expressed concerns about safety, including issues related to anti-social behaviour. There were also concerns about pedestrian safety, traffic hazards, and the need for better lighting and CCTV.
Lack of Green Space	The need for more green spaces, trees, and shrubs to improve the visual appeal and provide a buffer from the busy roads was a common theme. People highlighted the importance of creating a pleasant environment with shade for relaxation and exercise.
Impact on traffic and commuting	Concerns about the impact on commuting to work; reducing lanes, slowing the speed limit, or adding bike/walk paths would make it less efficient for commuters, especially those who have to drive.

3.2. Mapping

The Your Say Randwick website hosted an interactive map of Anzac Parade from La Perouse to Kingsford, inviting participants to drop a pin on locations along the corridor that present opportunities or challenges for improving cycling, walking and more outdoor recreation space. Participants could choose a number of pins:

- Recreation idea
- Cycling idea or issue
- Walking idea or issue
- Parking issue
- Public transport issue
- Safety issue

148 pins were dropped on the map by 48 contributors. Table 6 below provides a summary of the pins dropped and a main issues or ideas raised. See Appendix G for full mapping results.

Table 6: Interactive mapping pins summary

Pin	Number of pins	Main issues/ideas
Cycling idea or issue	63	<ul style="list-style-type: none"> • Ideas for dedicated cycling paths • Safe cycling connection/access • Connectivity to schools
Safety issue	28	<ul style="list-style-type: none"> • Pedestrian and cycling safety/access • Need for road space delineation, painted lanes, and safer crossings • Road conditions and repairs
Walking idea or issue	21	<ul style="list-style-type: none"> • Pedestrian crossings and safety • Safety concerns at specific crossings and intersections • Ideas for dedicated walking paths
Public transport issue	16	<ul style="list-style-type: none"> • Extension of light rail to various locations • Impact on parking, trees, and amenity • Need for improved public transport and connectivity
Recreation idea	14	<ul style="list-style-type: none"> • Ideas for park improvements, including tree planting, path upgrades, and cafes • Reinstating lost plant diversity and creating nature areas • Planting trees and greenery in designated areas
Parking issue	6	<ul style="list-style-type: none"> • Parking availability and limitations • Traffic congestion and lane adjustments • Safety and access improvements for motorists

3.3. Ideas Board

3.3.1. Ideas Board Themes

An online ideas board was also hosted on Your Say Randwick, allowing participants to pin ideas and/or to 'like' ideas shared.

127 ideas were posted on the ideas board. The following table summarises the common themes from the ideas shared, listed in descending order of frequency. See Appendix H for all ideas and comments.

Table 7: Themes from the online ideas board.

Idea theme	Summary
Cycling infrastructure	There is a strong emphasis on creating dedicated cycle paths along Anzac Parade. These paths should be safe, separate from traffic, and well-connected to major schools and other destinations.
Pedestrian infrastructure	As well as cycling infrastructure, there is a desire for dedicated walking tracks and safe walking links to schools and other key locations. Seating areas, shade, and native flower gardens are suggested to enhance the pedestrian experience.
Outdoor recreation facilities	Suggestions include incorporating features such as a mountain bike track, outdoor gym facilities, basketball courts, skate parks, and playgrounds along Anzac Parade to cater to various recreational activities and age groups.
Light rail extension	Many comments advocate for extending the existing light rail line from Kingsford to Maroubra Junction and potentially to La Perouse or Little Bay. This extension would help reduce bus traffic and improve public transportation options.
Improved driver behaviour	Several comments highlight the need to address driver behaviour and improve road safety. Suggestions include awareness campaigns and implementing road infrastructure measures such as raised zebra crossings and narrower lanes to encourage slower speeds.
Utilising parallel streets	Some suggest focusing on improving the parallel streets as an alternative to dedicated bike lanes on Anzac Parade, creating a bike-friendly corridor from La Perouse to Kingsford.
Native vegetation and landscaping	Incorporating native vegetation, trees, and gardens along the corridor is a recurring theme, both for environmental benefits and aesthetic enhancement. Suggestions include educational panels highlighting local flora and indigenous connections.
Community events	Ideas include organizing community events, markets, garage sales, and offering spaces for social gatherings and performances along Anzac Parade.
Parking and traffic management	Concerns are raised about parking availability, potential loss of parking spaces, and managing traffic congestion. Suggestions

Idea theme	Summary
	include using the median strip for parking, creating cul-de-sacs, and exploring alternative parking options.
Public amenities	Requests for amenities such as public toilets, water stations, bike racks, seating, and shade structures are common to enhance the comfort and convenience of cyclists, pedestrians, and visitors.

3.3.2. Ideas for opens space or recreation use within the median

The following table themes and summarises the most popular ideas (based on number of likes) posted on the Your Say Randwick Ideas Board relating to opens space or recreation use within the median space, excluding bike and walking paths.

Table 8: Most popular ideas shared on Your Say Randwick

Ideas	Number of Likes	Ideas	Number of mentions
More trees and vegetation	43	Market space	10
Running circuit	27	Passive areas / seating	8
Mountain bike / pump track	23	Café/Kiosks	7
Basketball court / Skatepark	19	Dog park / Off leash areas	6
Outdoor gym	15		

3.4. Submissions

Seven submissions were received outside of the Your Say site, via email, phone call and in-person conversations. The submissions are outlined in the following table.

Table 9: Submissions

		Submission
1	In person	<p>Suggested improving cycling conditions on Anzac Parade for club and road cyclists by introducing a clearway between Fitzgerald Avenue or Duffy's Corner to La Perouse.</p> <p>Suggested Council carry out an education campaign for new/learner drivers to use their left hand when opening driver side doors force them to look over their shoulders for oncoming cyclists as part of a behavioural change to reduce car doors opening on cyclists.</p> <p>Suggested that competitive/club cyclists would not use the bike path in the median and would remain on the road. This will potentially create further tension with between these cyclists and motorists. Suggested that improvements should be considered for these users.</p> <p>Suggested the design should avoid creating situations such as in Spring St Bondi Junction where the bike path is subject to conflict with pedestrians, bins and other users, and includes bends with inadequate space for two cyclists to pass.</p>
2	Email	<p>Cycleway route would be ideal for family safe cycling separated from increasing road user traffic</p> <p>Family Safe Level cycling to South Maroubra Beach and Malabar Beach access could be added as a sustainable SAFE extension through Pioneer Park, Franklin Street, past the South Eastern Equestrian Club, below the Western Escarpment walking track to South Maroubra SLSC.</p> <p>The very young, and older cyclist fearing danger from trucks cars and buses would use such a level safe Cycleway</p> <p>Other sustainable benefits: less public beach parking required, exercise and health benefits for our citizens young and old in our district, disabled and level wheelchair beach access, safe school and sports field cycle and scooter access.</p> <p>Well managed, such a project would enhance Randwick resident's and their guests lifestyle immensely</p>

		Submission
	Email	<p>I commute in my car 100% of the time in Anzac pde. If a dedicated pathway for bikes and pedestrians was assigned id use this more often as an alternate option. As long as it was future proofed for light rail and linked with plenty of big trees to protect us from the cars and heat of the sun.</p> <p>Improvements along the corridor would be a dedicated cycle track to get the bikes off the dangerous roadway at times with all the traffic.</p> <p>Improvements with dedicated cycle track lights for crossing.</p> <p>Make it easy to enter and exit by bike access.</p> <p>Make it wide enough to use by the racer bikes otherwise they will just still use the roadway as this would be no change to their current usage.</p> <p>Have break shelters to repair bikes, sit and have a rest or a drink. Plenty of water stations along the way.</p> <p>Inviting places to use along the way would be permanent art features and dedicated cycle paths to all the close beaches along the way. Simple shelters for shade break stops. Plenty of big tree planing to make it very inviting in future years to come whilst being surrounded by the busy road of Anzac pde .</p> <p>Cant wait for it to be up and running to make commuters use their bikes over the slow traffic of cars ...</p>
	Email	<p>Love the concept of this project going through. BUT what about all the Caravans, Boat Trailers, trade trailers, vehicles with covers over them ect parked in the middle of Anzac Parade from the corner of Jennifer Street and Anzac Parade to the corner of Bunnerong Road and Anzac Parade as in the photos provided???? An UGLY MESS. [included photos of boat and trailer parking]</p> <p>Remember This? [photo of anzac parade memorial plaque], Dedicated to to the Fallen Hero's of past wars last October at LaProuse.? Not much of a Dedication when you look at the middle of Anzac Parade from. Fitzgerald Avenue Maroubra to Bunnerong Road Litte Bay.</p> <p>I'm sure Council can do better to improve and remove all un wanted vehicles and rubbish from the middle of this devided Road in question.</p>
	Email	<p>Has anyone seen all the empty businesses and shops along the light rail at Kensington and kingsford? Snail rail will decimate the small businesses at Maroubra junction – none of those businesses at Kingsford and Kensington have benefited from the snail rail.</p>

	Submission
BIKEast	<p>BIKEast believes that providing and maintaining open and accessible space for the community is very important.</p> <p>BIKEast also believes that a network of safe, continuous, and connected bike routes will encourage more people to ride their bikes more often – an outcome that is consistent with NSW and Local Government strategies to realise the considerable individual and public benefits of increasing the mode share of active and sustainable travel. As such, we submit the following comments on opportunities along the entire Anzac Parade corridor between La Perouse and Kingsford, to help Randwick City Council develop detailed design plans for walking and cycling improvements between the Kingsford Light Rail terminus and Fitzgerald Avenue, Maroubra. BIKEast supports this initiative and requests</p> <ol style="list-style-type: none"> 1. a safe, separated cycleway be constructed in the corridor, along with 2. separate walking paths to minimise conflict between people walking and cycling 3. suitable safe treatments at intersections and shared spaces for people walking and cycling. <p>As the visible, direct and primary travel route between key community centres, Anzac Parade is the most appropriate route for people to use when walking and cycling. However Anzac Pde is currently very unsafe for people cycling.</p> <p>Most people currently cycling along Anzac Pde are either sports road cyclists, bicycle delivery riders, or other “strong and fearless” riders who are fairly undeterred by the perceived and real risks of riding on roads with relatively high traffic speeds and volumes and dooring from kerbside parking. These users may also be using Anzac Pde due to</p> <ul style="list-style-type: none"> • sports cycling speed and bicycle design suiting major roads • lack of awareness of the risks • limited time (eg. delivery riders) <p>Most people, however, are not comfortable riding in multi lane traffic with cars. New cyclists, parents riding with children, elderly, and others who are less confident or slower riders may avoid Anzac Parade due to lack of safety, and choose to follow longer, routes along less direct streets with lower traffic volumes. However, since this option obliges people to choose the longer route, the added distance can in itself limit access to the destination. Making Anzac Parade a key, safe corridor for active transport would provide huge benefit to the community, encourage those who are too scared to ride, and connect our beautiful LGA.</p> <p>BIKEast strongly supports Item A21.3 in the Draft Operational Plan outlining the plan to design and construct a nsw BMX Pump Park. If there is sufficient space in the Anzac Pde corridor, BIKEast suggests the possible installation of a recreational ‘pump track’ as a facility to enable exercise and develop cycling and bike handling skills for cyclists of all ages - and especially for younger cyclists to experience the health benefits and joy of bikes. However, given the current unmet</p>

		Submission
		<p>need for safe bicycle commuting routes, a safe cycleway should be prioritised over recreational facilities.</p> <p>Maroubra Beach and Heffron Park are popular locations for weekly sports activities, as well as for community to enjoy the fantastic facilities in this area. These locations often suffer from traffic congestion. Along with the increase of vehicles, this congestion often creates unsafe passage for the groups of children accessing these spaces. BIKEast request that the Anzac Parade Corridor activation include future safe active transport connections to Heffron Park and Maroubra Beach to encourage active travel uptake to these locations and reduce traffic congestion and environmental impacts of motor vehicle travel.</p> <p>We believe the benefits of active travel to community and worker health, as well as traffic congestion, are important to the local community, and should be captured in the planning processes going forward. Thank you for taking the time to read our feedback.</p>
	Randwick/ Botany Cycling Club	<p>Phone call to discuss the Activate Anzac Parade project. Brief discussion around the aims of the project, how cycling clubs use the Anzac parade corridor and how they may make use of new separated bike paths. In general, they are very supportive of providing separated bike ped paths within the median. Suggested if the bike path was wide enough and continuous, they would be interested in using it for beginner road cyclists to get familiar with route and practice road skills/behaviours. Also raised concerns around a law (unsure of which) that requires cyclists to use a dedicated bike path where one exists - and what implications this might have on cycling clubs using Anzac Parade - as this is a major route used by road cyclists.</p>

3.5. Social Media



Table 10: Facebook posts

Date	Reach	Engagement rate*	Reactions
6 April	5438	7.22%	15
16 April	5549	5.03%	26
1 May	3412	3.96%	58



Table 11: Instagram posts

Date	Reach	Engagement rate*	Likes
6 April	3058	1.96%	57
16 April	4267	2.39%	35
1 May	956	1.67%	13

*Engagement rate refers to any action taken on the post (such as reactions, comments, shares, photo views or clicking on a link). Most social media marketing experts agree that a good engagement rate is between 1% and 5%.

3.5.1. Facebook comments:



Gara Baldwin
Bringing back our buses would be a good start - 395, L94 etc
Like Reply 7 w 23



Anastasia Orr
how bout just bringing back the buses!
Like Reply 7 w 7



Lorraine Mead
Another ridiculous idea that would cost a fortune to benefit a few, Anzac Road is an arterial road, connecting various suburbs to the city, not everyone can ride a bike and some find public transport out of reach, and the damage this would do to the retail sector would impact on all of us, business would cease through a reduced clientele jobs would be lost in the areas at the shopping centres, but I'm probably wasting my time trying to reason with Council because as we all know they always say they consulted with changes and projects but we also know they only play lip service to our objections they will push ahead and do what they like no matter what we say.
Like Reply 7 w 8



Stuart Drebbler
Randwick City Council please do not listen to the change resistant nimbys. This is a good idea. It is wasted space at the moment and as a current non cyclist I'd certainly use it to commute from Malabar to Kingsford light rail.
Like Reply 7 w 2



Renata Beslik
Why can't a nature strip just be a nature strip? We don't need to make everything a manicured space for humans.
Look at the pointless Meek St plaza. It's too noisy and boring for any use, and they removed a bunch of parking spaces for it including disabled spots.
As a disabled person it's even harder to park near the shops at Kingsford so I drive down to Maroubra where I can park right outside the shops and medical services or in the median strip right across the toad.
Like Reply 7 w 8



Constantine Veneris
The council has nothing to do but think about squandering our money with crazy designs such as these horrible road islands and so called traffic calmers. We pay they play.
Like Reply 7 w 4



Lynn Townsend
Anything to get the recreational bike riders off Anzac pde.
Like Reply 7 w 1



Jorge Miraldo
Council wants to manicure everything except to mow their lawns. I refer specifically to Malabar Rd between Fitzgerald Ave and Meagher Ave. The median strip is mowed regularly as well as the nature strip on the western side (in front of the housing commission) but the nature strip on the eastern side is never touched. Are the residents on the eastern side of the road less valuable to the community than the ones on the western side? Do we contribute less to council? Wake up people!



Lana Dyer

For everyone walking to work cause there arnt any buses, don't own a bike! Doesn't help anyone!

Like Reply 7 w



6



Tonio Sergio

Another United Nations agenda project to ban cars and introduce 15 minute cities where they will close off borders with poles,you were all trained during convid during 5 km radius,do the research everyone beware,freedoms are being taken away,funny how alot of other councils are doing similar things
Things you are not being showed on mainstream media one sided,do the research 15 minutes cities

Like Reply 7 w



Maria Teresa Castellanos

Not everyone can ride a bike or walk long distances (this proposal disadvantages older people who need to use their own cars to get around). Limited buses compounds the problem. Limiting the parking, that is available at the moment even further, is not a good idea or proposal. This proposal only suits the young, fit and healthy in the community ... what about others in the community who need better parking facilities and access to their own vehicles to get to doctors, appointments, community venues, shops, restaurants etc.

Like Reply 7 w



16



Mark Goodwin

Maria Teresa Castellanos if more able bodied people ride instead of driving, there will be more parking spaces available for the disabled who have to drive.

Like Reply 7 w



2



Vicki Swinnerton

Mark Goodwin that's your opinion and your choice. We all have our own way

Like Reply 7 w



2



Mark Goodwin

No it's fact. if we give able bodied people a safe alternative to driving , they will leave the car at home. freeing up parking for others.

At the moment young healthy people drive hogging all the parking.

Like Reply 7 w



Lana Dyer

Mark Goodwin there is no parking!! For anyone, just bikes that don't pay anything except becoming a nuisance !

Like Reply 7 w



6



Mark Goodwin

So the hundreds of parked cars aren't a nuisance? It's not the bikes preventing you from finding a park.

Like Reply 7 w



Fagin Magee

Lana Dyer Every car takes approx 10 times the space to park that a bike does, *plus* a lot more room to manoeuvre, *plus* the concrete slab would need to be probably 5 times as thick. Cycling needs to be encouraged. Motoring, discouraged. #OneLessCar

Like Reply 4 w

-  **Andrew Grey** ***
Just extend the tram past the casino to where people actually live, not gamble. 4
Like Reply 7 w
-  **John Delf** ***
Would love to see a bike path along anzac between maroubra junction and Kingsford! 1
Like Reply 7 w
-  **Emanuel Lucas Calpis** ***
I would love to see a before and after study of parking spaces/cars on the road re more bike paths. Stella c 1
Like Reply 7 w
-  **Richard Broniman** ***
I would be happier if Maroubra was regularly swept, drainsarking restriction, regularly enforc ***
Like Reply 7 w
-  **Aaliyah Khan** ***
Extend the light rail 2
Like Reply 7 w
-  **Cheryl Summers** ***
This doesn't seem to be a winner. However I did have 4 changes of modes of transport each way from Coogee to the new Art Gallery recently. Thanks to the changes of the 373 and 374 buses recently. ***
Like Reply 7 w
-  **Anna Harvey** ***
Safe bikes lanes away from people walking would be great! Giving people real options means they won't have to spend money and buy a car. ***
Like Reply 7 w
-  **Mark Lewis** ***
This has destroyed business in other areas
People park in no stopping now at pacific square why make it worse 7
Like Reply 7 w
-  **Olivia Arnold** ***
Marcos Chandra ***
Like Reply 7 w
-  **Tonio Sergio** ***
Only dumb people would want a "smart city." They are NWO digital prisons in the making ***
Like Reply 7 w
-  **Emanuel Lucas Calpis** ***
Walking and riding in shared spaces is dangerous. I was nearly bowled over by 3 bike riders today in the space of 20 minutes. It wasn't even a shared path but a normal pedestrian path. Why would I be looking for riders before moving when they were just not expected to be there. It should be mandatory for bike riders to ring their bell on approaching pedestrians. Plus fines for using pedestrian only footpaths. Many riders just go way too fast. Problems occur when pedestrians decide to suddenly move east or west across a path as is their right. I have also experienced similar near misses on other local paths with bike riders coming up behind me at speed. ***
I had not heard nor seen them until nearly being bowled over at speed as they whizzed past. One turn to the east or west by me and person down! Stella C 1

-  **Jess Glass**
Extend the light rail.  13 ***
Like Reply 6 w
-  **Jess Glass**
Put cameras up in the new pretty area you're renovating in the middle of Anzac Parade in Maroubra Junction. Apparently council thinks making it pretty will help curb the anti social behavior and the recent beatings and attacks on people and passers by that have taken place. I've had a glass beer bottle thrown at me during the day, just crossing the street. Here's a tip for you, it won't fix the issue. You're just making it a nicer place for people to hurt others after they get their methadone from the dispensary across the road. Well done! Will it take someone being killed there to do something?  8
Like Reply 6 w
-  **Lana Dyer**
Jess Glass cameras won't bother them ! ***
Like Reply 6 w
-  **Jess Glass**
Lana Dyer Maybe not, but it will help the victims in court. ***
Like Reply 6 w
-  Reply to Jess Glass...     
-  **Costa Poulos**
get rid of the stupid bus lanes ***
Like Reply 6 w
-  **Lana Dyer**
More parking spaces needed in randwick!  9 ***
Like Reply 6 w
-  **Mary Richard**
Lana Dyer In Maroubra Jn too!! ***
Like Reply 6 w  2
-  Reply to Lana Dyer...     
-  **Angela Nashaat**
Don't even have words left for the inconsiderate redesigning of local transport, with almost zero thoughts for people with mobility issues/wheelchairs etc. A trip to POW from Matraville, is bus, light rail, change light rail past High St, to get a tram back towards POW (no tram from a southerly direction to the hospital). Ridiculous and heartless planning, for many disabled and economically disadvantaged people.  11 ***
Like Reply 6 w
-  **Paula Tzanakes**
No. Extend the light rail. Increase parking spaces. ***
Like Reply 6 w
-  **Chris Daly**
No more cycle paths - the Doncaster Ave path is useless - no way of safely accessing Centennial Park cycle path. Which Council is now ripping them out.  4 ***
Like Reply 6 w

- 

Chris Daly
No more cycle paths - the Doncaster Ave path is useless - no way of safely accessing Centennial Park cycle path. Which Council is now ripping them out.

Like Reply 6 w 4
- 

Karen Rafty
Little bay to La Perouse is a nightmare for motorist ,the cyclist take over the road most mornings from 5.00am , screaming talking to each other waking up the area if your so keen to make the cyclist happy build them an under ground tunnel

Like Reply 6 w 9
- 

Mairead Nimhathuna
There is absolutely NOTHING in Kingsford What is with Randwick City Councils obsession with either getting us to ride our bikes there or anything actually Nothing to see there not even a supermarket for people living in Kingsford They have to walk/drive back up to the shops in Randwick
How about as mentioned by another respondent improve transport to Randwick to the shops Supermarkets University Hospital Churches ???!

Like Reply 6 w 4
- 

Mary Richard
Mairead Nimhathuna Agree but there is a small IGA at Kingsford mostly used by UNSW students !!

Like Reply 6 w 2
- 

Brian Blunt
Mairead Nimhathuna council doesn't own or operate supermarkets. Whinge to Coles or ALDI. Both at Maroubra and Eastgardens with plenty of parking or a 5 minute bus ride.

Like Reply 6 w Edited 1
- 

Reply to **Mairead Nimhathuna**...

🗨️ 😊 📷 GIF 🧐
- 

Yvonne Poon
Yes please. Cycling is cheap and helps with my endometriosis. Would love a safe path into the city.

Like Reply 6 w 2
- 

Garry Robinson
Yvonne Poon I suggested they build a MTB path from Little Bay to the two high schools this will be quick and there are only a few low volume crossings. Plenty of space and all the trees will stay with this idea. From Avoca, a bituminous path is not that hard to the light rail station

Like Reply 6 w Edited

- Kristie Misa So**
Light rail station at Kingsford is terrible - only has a pedestrian traffic light on one end, and it's the end closer to the university. Total disregard for people who have mobility issues and would rather not walk an extra 200m just to get to the light rail station if you're coming from the Juniors side. ...
Like Reply 6 w 10
- Chris Daly**
Kristie Misa So The Racecourse station is useless - no place to drop/pick up of mobility challenged people. There is clear discrimination against elderly and mobility impaired. ...
Like Reply 6 w 2
- Brian Blunt**
Chris Daly try ES Marks then, only 2 minutes drive away. ...
Like Reply 6 w
- Reply to Kristie Misa So... 🗨️ 😊 📷 GIF 🤖
- Cheryl Summers**
Apparently that's a no. Increase access to light rail at Randwick ...
Like Reply 6 w
- Amanda Schlesinger Rembach** ...
The link isn't working
Like Reply 6 w
-  **Author**
Randwick City Council
Amanda Schlesinger Rembach ...
<https://www.yoursay.randwick.nsw.gov.au/activateanzacparade>
-  **YOUR SAY. RANDWICK.NSW.GOV.AU**
Activate Anzac Parade ⓘ
Like Reply 6 w
- Tonio Sergio** ...
No it will only cause more congestion
Like Reply 6 w
- Heath Baum** ...
What is taking so bloody long
Like Reply 6 w
- Reza Ahmed** ...
Great initiative! There is a significant demand for cycling along Anzac Parade. With a separated cycleway, and an engaging/safe walking link - it is a win for all road users.
Like Reply 6 w Edited
- Donna Singer** ...
Please visit the Noffs op shop if you're in Kingsford 🤪 whatever mode of transport
Like Reply 6 w



Jess Glass

Extend the light rail and sort out the buses.

Like Reply 4 w Edited



4



Anita Bogović Pante

No thanks. How about you fix the bus services first?

Like Reply 4 w



7



Yvonne Poon



Like Reply 4 w



Edward Slade

Or maybe saving the money instead? We have a LOT of play parks and outdoor gyms by global standards. Please explain why you think we need more?

Like Reply 4 w



2



Cynthia Norley

No more bike lanes. Fix buses

Like Reply 4 w



Teresa Mok

Perhaps incorporate some striking or arresting looking sculptures in suitable sections of the median strip...



Like Reply 6 d



Chris Daly

why is bike path in Doncaster Ave on wrong side of street???



Like Reply 4 w



Eco Renewable Energy · [Follow](#)

Eco Renewable Energy provides smart benches to recharge your device and get access to free wifi.

Like Reply 3 w

4. Community engagement material

4.1. Flyer



**Activate
Anzac Parade**

Walking, cycling and public space opportunities

WE WANT TO TURN ANZAC PARADE BETWEEN KINGSFORD AND LA PEROUSE INTO A SPACE FOR PEOPLE BY CREATING NEW WALKING AND CYCLING CONNECTIONS AND CREATE OPPORTUNITIES FOR FUTURE PUBLIC SPACES AND OUTDOOR RECREATION.

HAVE YOUR SAY

Share your thoughts:

- What ideas do you have for improving walking and cycling along the corridor?
- What ideas do you have to create new, inviting open spaces for recreational use?

Visit
yoursay.randwick.nsw.gov.au

Feedback open
5 April to 5pm, 17 May 2023

THIS PROJECT IS CO-FUNDED BY RANDWICK CITY COUNCIL AND TRANSPORT FOR NSW'S GET NSW ACTIVE PROGRAM.



1300 722 542
randwick.nsw.gov.au

5. Appendices

A. 'Other' responses: Barriers when cycling along Anzac Parade

	Do you experience any barriers when cycling along Anzac Parade?
1	Parked cars and buses moving towards and away from the curb are a problem when on my bike. The traffic doesn't flow freely which makes it slow.
2	Too dangerous for cycling my 3 years old and even my partner is too scared - cars trucks drive way too fast - I have demanded taxi drivers slow down driving along Anzac like it's motorway.. There are too many boats and trucks as well.. It is essentially an exhaust pipe in various parts..
3	Cycling through Maroubra junction shops is scary - either risk getting doored by a parked car or getting hit by a moving car
4	we live on anzac pde. The kids cycle on the footpath so until we get to a quieter street.
5	there is no separate bike lane and a lot of drivers don't keep a safe distance.
6	Safety is a major factor. I can't count the number of times I've been sworn at by SUV/Ute drivers for cycling (as fast as I can up/southbound) between MJ and Malabar despite keeping reasonably to the left.
7	Places where there are many parked cars are dangerous for cyclists as cars try to pass them (eg past jail on both North + South sides, plus South of jail when heading North). Maybe an option for faster cyclists (early morning ones) - could consider adding car parking spaces into the median area and remove the street parking so always 2 clear lanes. Would use new cycleway with family.
8	Riding alone and in a peloton I have first hand experiences aggressive car users, beeping, shouting, creating a physical danger, driving too close or overtaking too fast. Some drivers especially in morning working week clearly tell cyclist they do not think cyclists should be on the road. It's intimidating and dangerous. I also have run for recreational fitness along the road but try to avoid it as the car fumes from busses, trucks and many SUVs are bad for my health especially in the morning rush hour times and near the many traffic lights.
9	I ride this every day and it's always white-knuckle riding between Fitzgerald and where Avoca starts. Cars pass extremely closely and there is often dangerous close calls with buses pulling out and sandwiching us between cars. I've seen so many close calls and it's so scary along here! Other routes take too long or are just as scary so I just brave it. Also, there aren't enough bike locks, I usually just use a sign post.
10	There are no continuous, dedicated bike paths.
11	Disjointed cycle routes often mean you must cycle with cars.
12	There is no safe bicycle road
13	We cycle on the footpath with is really unsuitable for cycling. It's not even that safe with cars exiting driveways in the mornings (but obviously safer than riding on the road).
14	I have to travel on the footpath in some parts as I do not feel safe on the road
15	I don't feel particularly unsafe to cycle along the Anzac Parade but then we choose to cycle in the early mornings to avoid the traffic. Obviously I would like to see the whole way from Kingsford to La Perouse to be a two-lane way to minimize holding up the traffic when we ride.

	Do you experience any barriers when cycling along Anzac Parade?
16	Parking corridors are dangerous if a conductor opens his car door. There are no dedicated corridors all along for bikes or pedestrians or kids and babycart... "Cars" always feel like they have priority
17	Currently the stretch Kingsford Juniors to La Perouse is not designed for cycling. There's not enough bike parking often have to lock it to a pole. My family's concern is that nature will be compromised if this stretch is developed and it's important to us with kids. We love the green stretch in between southbound and northbound routes, please don't compromise it for the sake of adding more concrete. Does Anzac Parade need two car lanes throughout? Could some of it could be used for safe cycling?
18	Drivers often pass too close.
19	Navigating parked cars with cars overtaking me doesn't always leave a lot of room
20	Lots of cyclist do NOT use bicycle path. It is a waste of money to create one.
21	Road conditions often dangerous
22	My kids bike to South Sydney High School from Kingsford. I would like more dedicated bike lanes for them. A central bike path down ANZAC parade would be ideal.
23	there are many pinch points on ANZAC Parade where the cars and bicycles get close due th parked vehicles, not all drivers slow down or give 1.5 metres to bicycle riders.
24	It is a very dangerous road to cycle along. Cars drive very fast and very aggressively. I am also worried about car doors opening into me as I am commuting. These make me choose safer, less convenient routes, which means that cycling takes longer. This means that I cycle less often.
25	Crazy drivers who believe they have right of way over cyclists at all times.
26	When I transport the children, I ride on the sidewalk for safety. Unfortunately, sometimes disgruntled pedestrians shout at me, even when I am with the children!
27	<ul style="list-style-type: none"> - At some areas, the road narrows, and you are left in the dooring zone. - cars travel too fast and too close, particularly the closer you get to Maroubra - Cross streets such as fitzgerald, beauchamp, and maroubra road have poor east/west bike facilities, no shared paths, too much vehicle parking
28	road quality is poor
29	The portion between Moverly road and Centennial is particularly dangerous as there is no space for bikes at all.
30	Cars speeds are way too high. It feels like a motorway in an urban area.
31	Impatient and aggressive drivers
32	Painted green lanes marked as cycle lanes are very dangerous as cars usually parked there.
33	Very little consideration of pedestrians or cyclists
34	Pinch points along road closer to Kingsford mean that it is not possible to have adequate distance from cars.

B. 'Other' responses: What prevents you cycling along Anzac Parade?

	What prevents you cycling along Anzac Parade?
1	Prefer to choose quieter route with less traffic
2	No cycle lanes, cars not considerate of cyclists
3	I don't feel safe because of the large groups of cycling teams that use the road
4	Usually am carrying things that I can't carry on a bicycle, but I am contemplating getting a carrier for my bicycle to enable me to carry things.
5	I don't think it's appropriate that a bike rider able to pedal comfortably at 25-30km/h when I'm blocking traffic from travelling at 50 or 60km/h. It's common sense.
6	I would love to cycle along Anzac parade as I cycle from Maroubra to the city, but I too afraid, so I add an extra 5 km to my trip by going back roads
7	I don't believe cyclists should be riding down ANZAC Parade. All they do is get in cars ways when they are trying to get to work.
8	Cyclists are parasites
9	I don't like cycling
10	The road is too narrow. It is not made for cycling. Cyclists just congest the road and should not be on Anzac parade.. Cyclists do not obey the road rules.
11	Can not ride a bike
12	Not interested in cycling.
13	Disabled and need to drive everywhere
14	I don't cycle
15	Faster to travel by car or motor bike. I show consideration to others by NOT slowing them down by riding a push bike for mostly sport when others are using the road for transportation.
16	I'm not an inconsiderate road user also you have a bike path at La Perouse - why would you want to waste our tax paying money to build another one.
17	I don't have a death wish
18	Bicycles delay the peak hour traffic and they don't care about anyone else.
19	I have chronic pain and can't ride a bike comfortably
20	No segregated cycle paths. Speed limits are too high.
21	health, age, disability.
22	I can't ride a bike
23	I don't want to slow down the vehicular traffic, as I don't like bikes doing it to me when I'm driving.
24	no bike path

	What prevents you cycling along Anzac Parade?
25	No bike lane
26	I don't have enough balance to ride a bike. So I therefore don't possess one.
27	Dangerous and impractical to do so in Australian climate (skin cancer from sun), huge size of Sydney, long distances to everywhere, need to do family shopping, get to work 30km away, disabled child etc. Cycling works ONLY in smaller towns with moderate climates (can be safe from skin cancer).
28	I HATE cycling
29	My travel journeys along Anzac Parade has multiple purposes in each journey eg pick up/drop off family member, small/specialist shopping, large grocery shopping, appointments. A bike cannot support all these requirements.
30	It is busy and it is not a pleasant ride like riding around Astrolabe Park
31	I cycle in side streets
32	Too OLD it would be unsafe
33	Slows down traffic
34	This isn't something I want to do.
35	I have no interest in cycling
36	End of trip facilities aren't great
37	I ride on the calmer streets that run parallel to Anzac Pde.
38	Don't have the money to maintain a bike
39	I always take the back streets as it's safer than Anzac Parade with the high speed motor vehicles - however, when it's late at night I will take Anzac as I've been attacked in the back streets, but I think at least on Anzac, I hope my body will be found sooner.
40	Barriers: 1. Time constraints 2. Passengers 3. Lugging goods 4. Intimidating and at times aggressive behaviour of cyclists, especially those who breach traffic rules and/or travel fast without regard for safety of all riders 5. Inclement weather 6. Intimidating and at times aggressive behaviour of drivers 7. Majority of trips are not exclusively north south following the Anzac Parade corridor

C. 'Other' responses: How you would use a bike path along Anzac Parade

	If we built a dedicated bike path along Anzac Parade, how would you use it?
1	I would only use it with my kids to get to the French school if the bike path was separate from the road, not just a painted line
2	I don't think we need dedicated paths and they cause a lot of tension. we need better driver behaviour and a shared, marked lane or just a painted path like on Doncaster av
3	to take kids on a safe bike journey. My kids don't ride their bikes around Randwick as they don't feel safe on the footpath or roads. Besides Centennial park there are no places for them to ride to a destination.
4	Drop my daughter off safely at daycare / preschool
5	I would use it so long as the road, which is already over congested, was not impacted
6	Do not build a bike path
7	This would create havoc on Anzac parade and take out much needed parking. This is not a good idea. Cyclists have enough roads to cycle on. They do not obey the road rules anyway.
8	The usual barrier to cycling is that bike paths do not connect up so going any distance is not an attractive option.
9	Go to the beach and the pub
10	To travel to other locations around Sydney.
11	To go to centennial park and the city
12	To go to the city
13	firstly, you have a bike path at La Perouse, I have never seen anyone ride on it apart from children and some with common sense. I would never use it - just like the cyclists that think they are in the tour de france - they won't use the bike path, they will continue to use the road and impact those that actually pay to use it.
14	Go to beach, coast, walking path
15	To go to the gym in Maroubra
16	To visit friends and relatives.
17	Roller skate
18	As above, I would use it to ride with my child to school and then cycle to work myself after I drop her off. Also possibly to go to her friends house after school.
19	To visit family and friends
20	to visit friends and walk, the track should be interesting not just a flat path, some up and down should be incorporated, thru bushy and forest paths
21	My counter-suggestion is to ensure the road surfaces are properly looked after with minimal potholes and ruptures than a dedicated bike path (which could create unnecessary hazards when there is a mix of cycling capabilities using the road at the same time (for instance, between the very young and inexperienced riders and the recreation club riders).

	If we built a dedicated bike path along Anzac Parade, how would you use it?
	Presently the former group does not go on the road as much but on the pavement. It may be a better alternative to have marked bike lanes on the pedestrian pavements to guide young children and inexperienced riders.
22	To go to beaches, To go to La Perouse Museum, To gather with friends, To save time, to save money on my moves
23	To ride to the beach
24	I can't ride a bike. I fall off every time I try to use a 2 wheeled bicycle.
25	Waste of money. Lots of cyclists do NOT use the path intended. So what's the point creating one. Spend money for better things such as more synthetic grass parks
26	I would not use it as cycling would kill me via skin cancer. Would need to be 100% in shade all the time.
27	taking the kids to school.
28	The commute from the city on public transport takes too long. It would be best to have an express bus lane down the middle or extend the light rail to Maroubra.
29	Walk across
30	Yes it is necessary, moreover Anzac Parade width is significant, there is an enormous potential to create something special that everyone will recognise. For example: a special cycle lane, wider than usual and surrounded by trees, plants etc... with elevated platforms or tunnels at car traffic crossings to maintain a continuous, uninterrupted active / recreational transport corridor
31	To visit friends and family
32	I would only use it with my kids. Cycle paths are hopeless for cycling bunch riding and often more dangerous than riding on the road.
33	To ride with kids
34	My son and daughter would use it to get to school at St Spyridon Maroubra. I ride at greater speeds and often use Anzac Parade to ride from Centennial Park to La Perouse and would use a dedicated/ or shared bike lane (on-road)
35	Depends. If I was by myself I would use the bike path. If I was riding with my cycling club the path would need to be safe (wide enough) enough to allow a group to ride along at 30-40-50kph depending on the section. If my cycling club deems it not safe for bunch riding then I wouldn't use it.
36	It's possible I'd try cycling to work if there was a safer route.
37	I would use a separated path with my kids but they're always too narrow and dangerous for adult group rides of 8+ as I regularly do a couple of times a week. If there's a boxed in lane it becomes an inflexible space. What is the solution?
38	Dedicated bike paths in the Council area commonly don't meet recommended widths. They are really too narrow for other than assertive, confident and perhaps, reckless riders to use them, unless I view them as safe for my use, which is unlikely. I won't generally use them.
39	I use the path along Bunnerong Rd, then road along Anzac to Endeavour Avenue, then shared path to Cann Park. The existing shared path/cycleway should be on the Eastern side of Bunnerong Rd/ Anzac Parade to La Perouse to connect all the local suburbs and parks without the 2 dangerous crossings

	If we built a dedicated bike path along Anzac Parade, how would you use it?
40	Travel for work
41	To visit friends

D. 'Other' responses: Barriers walking along Anzac Parade

	Do you experience any barriers walking along Anzac Parade?
1	Too noisy, too polluted
2	It is very noisy and lots of car pollution. Studies show more and more connection between car exhaust and poor health
3	as above, I don't walk on it
4	Crossing ANZAC PDE traffic lights (from one side to the other) are not convenient- the wait is usually very long (the dog usually changes position from sit to lying down as it's so long).
5	No bins for rubbish inside corridor, so a lot of rubbish and dog poo left on ground
6	Un safe bikes on foot paths
7	It's difficult to cross Anzac Parade, the traffic is too heavy.,
8	Too narrow in some places and some people drive mobility scooters and ride bicycles on footpath without due care and attention
9	I have been warned by born and bred locals not to walk along Anzac Pde between MJ and Malabar after dark. Weirdos, ok, PC people with social integration issues do frequent this area and that's not nice.
10	Prefer to drive.
11	too narrow for busy areas, too noisy with cars
12	Footpaths are too narrow
13	Road noise.
14	It's really slow waiting at lights for cars
15	The pedestrian crossing at Anzac and Bunnerong in La Perouse is difficult to cross as you end up between two significant ly dangerous none pedestrian crossings to reach the footpath either side of Anzac.
16	There are too many cars
17	Difficult to cross the road
18	The grassy area dividing the road could be used as a cycle/walkway to make the walk/cycle safer and more pleasant.
19	Too many noisy cars and bad pollution

	Do you experience any barriers walking along Anzac Parade?
20	Too many drugs addicts and gangsters.
21	I walk from Little Bay to La Perouse - no obstructions
22	Too much road noise, wait times too long at pedestrian crossings, air quality poor from exhaust fumes
23	needs resting places, seats, water drinking facilities.
24	It's too far to get to my destination, it's faster and more pleasant to ride my bike.
25	High vehicular traffic volumes on Anzac Parade make walking generally unpleasant. The distance between some crossings is too large.
26	Crossing side streets impedes progress, but a dedicated crossing point between median green spaces could solve this.
27	Its fine to walk along - but it can be quite busy in some parts.
28	People drive too fast and too close to the footpath, not enough space for walking
29	Not applicable
30	I dont walk along Anzac Parade
31	Lack of pedestrian Zebra crossings. Need them everywhere asap. Also need shade everywhere to walk safely. Skin cancer is a serious threat in Australia.
32	There is no reason to walk or cycle along Anzac Parade. Why would anyone chose to walk alongside three lanes of noisy polluting traffic? pavements are often uneven and narrow. I go to Maroubra Junction to shop so need public transport or a car to take shopping home. Otherwise there are NO INTERESTING DESTINATIONS along this street.
33	Too much traffic. it doesn't feel healthy.
34	People generally don't walk along this section. They use it for commuting via car or bus.
35	As a main corridor ANZAC Parade obviously has a lot of traffic. Walking isn't that pleasant owing to pollution and noise. Over time as we switch to EVs this will be less of a problem and walking on ANZAC Parade will be more pleasant.
36	To access Anzac Pde from Matraville, I am required to walk across Memorial Reserve. This park used to be the gateway to the housing commission, however these days it is the gateway from Anzac Pde to Matraville for many residents from Menin Road/Combles Pde/Pozieres Ave and the East Matraville area. The park is quite unattractive, scary looking and in desperate need of improvements. It could do with some nice trees, a path widening/upgrade and for the remnant cottage sandstone to be cleaned and made to look pleasant. There are many children in the area who would use the park if it were more inviting. It appears to have been ignored because of the housing commission that surrounds it and past issues, but the area is changing and it would be nice for the 'Matraville gateway' to reflect that so it is inviting for residents to walk through and spend time in.
37	We need a pedestrian crossing near the corner of Anzac Pde and Bunnerong Rd to make crossing Anzac Pde safe for Bus travellers.

Do you experience any barriers walking along Anzac Parade?	
38	It is not very pleasant to walk along this street as there is too much noise and air pollution from cars.
39	Continuous flooding near Hass street after rain
40	Too polluted and far too noisy and heavy traffic
41	Too many weird people hanging around. The corridor is uninteresting and drab.
42	bike riders use these narrow and bumpy footpaths and makes walking along that road very stressful and unsafe. There is not enough shade and footpaths are narrow and unkept while there is a useless nature strip taking the area that nobody cares to keep it tidy.
43	Too loud, cars are too fast. It isn't enjoyable
44	Its not a nice place to walk, busy road, environment not pleasant
45	It is not pedestrian friendly to cross Anzac parade. You'll have to wait a long time for the lights and when they're green the lights are only long enough to cross one side of the road and then you'll have to wait again.
46	Pedestrian crossing unsafe. So many near misses on the crossing
47	The shops along Anzac Parade are very run down on the exterior. Could someone at council give the whole footpath and shop fronts a clean with a pressure washer. The utilities have been poorly maintained the Telstra, Gas and Water access covers are broken and a trip hazard. The trees are badly damaged from Cars. The paved surfaces have loose pavers. There is graffiti and dumped rubbish. When it rains many of the downpipes are blocked so the water drips onto the footpaths the awnings are poorly maintained and look like they might fall on you. In the residential section of Anzac parade many of the vegetation is overgrown and you worry about walking into a spiders web at night. Perhaps someone from council could go to Melbourne and have a look at how they have nice cafes and places to sit.
48	the loud high speed cars going past reduce amenity
49	Huge depot in the middle of Anzac parade near Botany St prevents walking along the middle. Over time, the remnant eastern suburbs banksia scrub along the median strip has been allowed to diminish. Huge carparks in the middle of the road make it hard to walk along. The noise and smell of traffic makes walking unpleasant in the built-up areas; plus the shadow from high-rise buildings at Maroubra Junction (and soon at Kingsford) makes it feel really closed in. I generally walk between Kingsford and La Perouse along the median strip wherever possible.
50	Intersection of Anzac Parade and Hillary Parade Matraville needs a pedestrian crossing, it's always hard to cross over to Pioneers Park and difficult to see southbound traffic around the corner with overgrown vegetation.
51	It is dangerous to cross Anzac Murray to go to Heffron Park partly because of the traffic but also because the cars parked there, restricting the visibility.
52	No need
53	Vehicle pollution makes it's unpleasant to walk along

	Do you experience any barriers walking along Anzac Parade?
54	It's not a pleasant road to walk along. Too much traffic. Not a very nice area e.g lots of empty shops and the shops that are open are rubbish. There's not any good pubs or good restaurants.
55	We do not need further barriers to walking: I can move from Little Bay to Maroubra with little inhibition, and I want it to remain that way.
56	See above "6.Other".
57	there are no barriers for walkers except the 2 dangerous crossings as mentioned before. All the options are negatives and compromises the survey. This question is designed to achieve councils objectives, not the community
58	Very hard to cross from side to side. Light phasing always favours cars, not walkers.

E. Suggestions for the types of outdoor recreation opportunities we can create along Anzac Parade

	Suggestions for outdoor recreation
1	Farmers market at maroubra junctions. A dedicated bus lane along the median strip would be great.
2	Getting to the tram by bike from Maroubra would be amazing. We would then need a large, safe bike parking there to allow large bike crowds to quickly hop on the tram
3	Dedicated walking and cycling. Places to sit that maybe have garden space, with native flowers native bee boxes and shade. Places for teenagers so skate sections or even jumps for mountain bikes . All children should be able to ride a bike safely to school. Lets get kids out of cars and on to dedicated cycle tracks with dedicated safe links off anzac pde to the schools. Especially from Anzac Pde to access RBHS, RGHS, Rainbow Street and further up to Marcelin etc.
4	Community garden.
5	I don't want the trees cut down.
6	Cycle path along Anzac pde
7	Shade covered rest stops & water stations Pet waste disposal amenities
8	Outdoor gym equipment; community garden
9	Sitting areas, outdoor gyms, children's playing parks, walking paths
10	Stop demonising cars. Most people drive no matter how many bike lanes (which disrupt traffic badly) you put in.
11	More trees and shades are most important. Any open space so close to the roads is not good for any exercise or relaxation.
12	it only needs a bike path and then separate walking/running path so bikes can go fast and not have to worry about walkers/runnings.
13	I don't want council to spend frivolously. I cycle. I would welcome better driver behaviour and modest, paint based shared road infrastructure. Enough with the loose spending. Be frugal
14	Outdoor fitness, but if the roads get busier it's hard from a safety perspective
15	I'd recommend a mix of ideas considering it's a long path including fitness/recreation services. Seated areas with table and chairs A little cafe booth/stand or multiple for vendors to utilise could be interesting

	Suggestions for outdoor recreation
16	<p>Basketball would be great - to be honest though, there should be far more basketball courts in Heffron Park. There is a crazy amount of netball courts which I appreciate are used for large tournaments - but then sit idle 95% of the time, while you can never get onto the basketball courts at peak times, as they're always in use. Feels totally out of balance.</p> <p>The cycle path suggestion is also questionable. I appreciate the council has sustainability and green objectives, which I totally support. However, just because you put a cycle path in, doesn't mean many people will use it - a small but vocal minority of cyclists should not dominate the decision making process.</p> <p>No doubt this will have a huge impact on the number of parking spaces too, which is never mentioned in any communication - the opportunity cost should always be included, so people can understand the full implications.</p>
17	grass, trees and green space please
18	Fix the road surface first (at least within 2 km radius from the Council Chambers) before you start wasting money on unnecessary improvements - if you have a leaking roof, you don't start bathroom reno! Think about majority of rate payers, not minority that use bikes.
19	Outdoor gym equipment
20	<p>Ideally, the extension of the light rail to Maroubra Junction would be best suited to the area and the changing demographic of the area. The open space exists for the corridor and the construction would provide opportunity for amenity improvements and gentrification.</p> <p>The set back for the area, is that walking or cycling between Maroubra Junction and Kingsford is not a viable commuting option, as it is more timely to catch a bus between the two suburbs, likewise further south to Malabar/Little Bay/La Perouse.</p>
21	I wouldn't know where you can fit any of those things with the current setup/state of Anzac as a wide, trafficked thoroughfare. You need to show examples.
22	No
23	Leave it as it is, no smart cities
24	More dog parks.
25	Outdoor gym
26	Add more pedestrian railings to stop J-walking (which is very common & dangerous on such a busy road), consider vegetable or herb garden beds for lot-style allocation, general clean up / upgrade.
27	Don't in courage bike riding. They are a traffic hazard
28	Adventure playgrounds (eg Flying fox, climbing towers). Water play areas
29	Community gardens, cafes, food trucks
30	<p>What a stupid question, cars are racing up and down Anzac parade</p> <p>There's an accident every day</p> <p>Why would anyone want to be doing any sort of recreational activities</p>

	Suggestions for outdoor recreation
31	I'd prefer to see it as a safe way to commute by bike, running or walking. Playgrounds are great but they'd need really good traffic barriers to avoid any kind of tragedy.
32	No - more trees and crossing paths would be best
33	Community Gardens, Water bubblers, bike racks, fitness equipment
34	Bike stations to secure bikes. Coffee wagons, seating, chess tables, outdoor play equipment for under 4s. Anzac Parade is a commemorative park- gardens for reflection and calm spaces for meditation. Perhaps areas for tai chi or yoga. Not skate/basketball courts etc.
35	Please turn the strip into parkland. I love to walk in the centre under the trees as they provide a cool area in summer when everywhere else is hot. Please do not take away this cool & shady area. I have even seen people picnic on the grass under trees in the centre of Anzac Parade as the traffic wizzes by on both sides.
36	Gym equipment, drinking fountains, artwork, sculptures, gardens, historical information plaques
37	small parks with powerpoints (can use it to work or study there for few hours a day to take a break) Outdoor gym (simple with bars and not old school ones that are hardly used) you can allow houses next to anzac parade to activate some limited commercial activity. Example: front yard into co-working space, coffee cart, lemonade stand, vending machine. I think we can think forward whether there is an inbetween ground where we don't need formal commercial zoning like traditional shops and not be completely locked out to not do anything. Helps earning small pocket money to owners as well and will really activate Anzac Parade. Can trial in quiet streets (across the big park near malabar)
38	I suggest council utilise the large grassed tracks of land that sit unused within the centre of Anzac parade.
39	Playground
40	Outdoor fitness stations a great idea
41	If you are going to have a cycle or walking path they should be in the current unutilised median / central space
42	Pump track for bmx, skate park.
43	A nice walking/cycling path would be great - make sure has lots of bends to calm the faster cyclists. The almost unused parking for boats trailers/commercial vehicles should be reused for an active walking space
44	A dedicated cycleway to La Perouse would make La Perouse a more attractive destination for me to visit and spend money at the local cafes and businesses
45	Outdoor gym and co-located mini playground. Nature walk under the trees. A cycle track. Shaded seating, I'd sponsor a bench and a tree near my house.

	Suggestions for outdoor recreation
46	I think creating segregating cyclists walkways skaters from the main road would be a miracle in itself.. beyond that, cafe shops with bike racks ...
47	Carpark!
48	a bike & walking path is the best option
49	<p>If there was a proper bicycle route into the city from maroubra where I live I would commute by bike everyday, weather permitting. It is an absolute disgrace and shame that such an amenity is not already there .Sydney is supposed to be a jewel in a 1st world country, much of Anzac parade feels 2nd world in the worst possible way.</p> <p>I would suggest as a principle, Randwick council put people before parking. It is really time to drag parts of Randwick into the 21 century and by that I mean sustainable, community orientated spaces, rather than awful concrete and traffic dominated ribbon development.</p> <p>Bicycle paths not more parking. Plazas and spaces for people... not more parking.</p> <p>I strongly suggest that Randwick council send a delegation to Europe (Spain, France,Italy) and learn about how central pedestrian public spaces make a community. A community environment is not best served by the current obsession with hub to hub linkage of concrete jungle hubs dominated by large shopping centres linked by high traffic highways right through residential areas. No soul. And yet Randwick got it almost right with “the Spot” (of ok course centred around a busy road...) so there’s potential...</p>
50	Put the bike lanes in the middle of the road, do not create safety hazards by putting them next to the foot path
51	Park and communal areas on the ground level, all traffic except push bikes underground.
52	None
53	More car parks to get cars off the sides of the road. Make Anzac Parade a Clearway in parts.
54	dedicated cycle path would be great - not one where cars can park along it
55	Not sure the median space is suited to recreation apart from perhaps at Maroubra Junction where a lot of people meet, eat lunch etc. Shaded, sheltered seating would be nice here.
56	<p>Anzac Pde is a busy artery road, it will never be suitable for walking or cycling paths. Taking away car traffic lanes to add bike lanes will just create a severe bottleneck to make life more difficult for resident families trying to commute to school & work, to cater to a fashionable selfish leisure-set minority.</p> <p>Other less busy parallel roads can be used for bike tracks (Hannah st, Paine St, Robey St) which would be far quieter, more pleasant to ride along and have less traffic lights and bypass traffic bottlenecks.</p> <p>I already use quieter streets for recreational walking paths (e.g. Garden St, Hannah St, Robey St, Paine St), Anzac Pde is an artery and is too busy.</p>
57	If there was a safe cycling path it'd allow our kids and my spouse to ride. I am a very experienced but it is far too dangerous for them to ride on the road

	Suggestions for outdoor recreation
58	A dedicated bicycle path would mean more people would commute to work that way. It is often the shortest route to most jobs in the center of Sydney and yet is 100% dedicated to cars. Cycling on Anzac Pde means being subjected to a lot of road rage from the drivers, which makes the journey stressful.
59	It would be better if some of the shops were cleaned up and a bit nicer at Maroubra Junction. It feels pretty trashy and gross walking along Anzac at Maroubra Junction.
60	This would never happen here but I love the European [especially Paris] concept of cafes in the middle of roads/streets.
61	Integrating social facilities along Anzac Parade is a good ideasubject to them not being taken over by drunks and weirdos as are the median areas in Maroubra Junction. Removing boat, camper, caravan parking is also a good idea, especially the derelict ones. Urban vegetated median strips are too precious these days to be used as parking lots. We no longer live in the 1950's. This does need to be enforced, not just sign posted.
62	If we have bike pathways along ANZAC pde then cyclists shouldn't be allowed on the main road lanes
63	Basketball, fitness station, shaded seating, parks, playgrounds. Off leash dog park.
64	Places to eat in Kingsford like what has been done in Meeks Ave
65	Create more accessible park. A combined walking/cycling track would be a great idea.
66	ideally 2-3 dog parks/fenced safe spaces to have dogs off lead, outdoor gyms
67	Is there no chance of the tram being continued (along with the track where it used to run)? :-(With cycle/walk track off to side for even that happened? It would be great for allowing kids not yet ready to cycle on roads somewhere they could peddle further. Maybe for faster cyclists shifting heavy on street parking zones onto medians edge? So two clear lanes. Hardcore cyclists aren't going to use cycle path, and people on cycle path don't want packs of cyclists at 40kph on shared walking tracks..
68	Median/central space could be used to develop bike path and walking path, exploiting the shade provided by the existing trees.
69	Shaded seating, lots of greenery and trees that bring the birds and areas where one could feel comfortable having a bite to eat and enjoying parklike scenery
70	No car zones, bikes paths, walking paths
71	Shared walking and bike paths would be a great idea. Possibly a couple of water taps and exercise stations. There is a great opportunity to engage traditional custodians of the land to plant native trees and vegetation. Also possibly some story telling along the corridor would be fantastic.

	Suggestions for outdoor recreation
72	Food trucks, family fun days
73	Think about having the light train later when you install the walk/bicycle track.
74	The above is possibly too extensive. May interfere with walking
75	shaded seating, small parks or playgrounds. Outdoor gym equipment
76	More green space would be greatly appreciated. Street libraries would be great as well.
77	Pump track
78	I have concerns about availability of parking if you take away a large area for many outdoor activities.
79	I would prefer to see the central median used as a Light Rail corridor, with an extension from Kingsford to maroubra.
80	benches to sit and read
81	Walking path and biking path would be the best.
82	basket ball court, outdoor gym
83	There needs to be a way that walker/runners and cyclists can safely use paths. Shared paths can also create issue. Pelotons and fast cyclists use the road. If there is a cycle path available this can make car users irate. If the cycle path either gets parked over or in poor condition, or gets a lot of tree litter on it it becomes dangerous for bikes. If it is shared by pedestrians then it's not safe to have to co-share by bikes, especially as e-bikes use bike paths that are even more fast and hazardous when on mixed use pedestrian paths.
84	NO
85	I like the green spaces in the middle of Anzac Parade. It would be sad to lose them. Maybe some could have dual purpose but let's not go overboard here, most should still remain green.
86	Coffee outlet
87	Shaded seating and bike parking would be great!!
88	More Disabled car parking
89	Replace on street parking with seating for restaurants and cafes and bike parking.
90	all of the above. spaces for coffee, food - people love to consume when they are out.
91	An enforced cycle track/path on the center median/nature strip of Anzac Pde. Such a path needs to be supported with sign posting making it use mandatory with fines for those who do not comply. Bicycles on a busy thoroughfare like Anzac Pde is dangerous and unnecessary.
92	Green spaces, Australian native gardens, small parks, family friendly

	Suggestions for outdoor recreation
93	ban large groups of cyclists It's impossible to outdoor recreation activities to a four to six lane busy road . Particulate emission from our filthy petrol should be a major deterrent plus people will have to get to the centre of Anzac P = more pedestrian crossings and slower traffic on an already slow road . Overall not a good idea
94	it's a shame the tram wasn't extended further to allow people to use public transport more easily. This strip is great for that. After all that was why it was created in the first place
95	Expand commercial area and increase shops along Anzac Parade.
96	All of the above
97	Covered cycle paths with solar panels on roof.
98	Nine year old says: water Fountain Six year old says: flower pots
99	We need a dedicated bidirectional bike path down the centre of Anzac Parade, from La Perouse to Kingsford. If this existed, I would ride my bicycle to work every day (from South Maroubra to Moore Park) and back home the same way. Many others in the area would do the same. If a dedicated path existed it would be an ideal cycle route, as it's direct and not too hilly.
100	Quite enjoy the space as is. If anything more native gardens gardens with seating.
101	Playgrounds
102	Should be a train line there instead
103	Anything would be better than what is there now. A dedicated area for 4 or more electric vehicle chargers might be a good way to encourage people to stop on their way past the area.
104	Extend the tram past Kingsford.
105	Please build a protected bicycle lane. I think it is too noisy and isolated by traffic for recreation. There is also a lot of air pollution between the Anzac Pde lanes. It would be great for bikes because a cyclist wouldn't have to cross Anzac Pde several times to stay on the safe streets. Anzac Pde is also less hilly than surrounding streets. Please also have raised crossings for bikes along bike paths. Cars should have to give way to bikes on major bike lanes, not the other way around.
106	Small parks that are dog friendly
107	Bike path, bike path and bike path. Crazy that it hasn't been done already.
108	Some simple water features that kids could play in when hot

	Suggestions for outdoor recreation
109	<p>I wouldn't think use of balls that need lots of space would be a good idea.</p> <p>Parkour, monkey bars, a travelling playground that has you doing play and fitness getting from A-B at the same time.</p> <p>Mix adult fitness points along the track with kids play at the same point to encourage active families, not just parents watching their kids play.</p> <p>My kids love walking along wooden fence beams so have things like this in place to give kids a challenge whilst walking.</p> <p>Long jump, mini putt putt golf, table tennis with BYO bat and balls. Obviously these would have to be somewhat enclosed, walkways with cool lighting at night, surveillance and trellis and flowers creating shady spots, shelter from the noise of traffic and fumes.</p> <p>avoid taking the walking lane directly through Maroubra junction which is unpleasant with noise, safety and high speed traffic.</p> <p>Signage to be present for aboriginal land knowledge, song line design could be fun for kids to travel along, though watch out for using slippery paint, a theme travelling to different countries could be interesting, or simply learning about aboriginal culture or about History.</p> <p>Add in decals on the ground for local schools so families know how close they are and what direction they are. Would be good to put La Perouse public school on the map for residents of Little Bay who are in catchment.</p> <p>Add other points of interest, and offer bike hire.</p> <p>E bikes would have to be separate from walking track so don't take out pedestrians</p>
110	Definitely play grounds and small child recreational spaces to convince them to do the walk or ride with me!!
111	Public toilets
112	An outdoor gym like the one at Bondi beach
113	NY style high line
114	outdoor fitness stations, shaded seating,
115	<p>These are great ideas and I know our kids would especially like the basketball courts. I'd also LOVE to see community food gardens and especially fruit orchards/food forests to help us engage with each other and our beautiful place we share -- and to grow food together and help address food insecurity in our suburb. I'd also like to the medians to include wildlife habitat/wildlife corridors. I hope we can keep the green and wild of median and enhance this aspect of it, as well.</p>
116	Place distance marker posts such as 100m, 200m, 400m for kids & adults to practice running distances for athletics as athletic fields have specific times for public entry so another place to practice would be great.
117	Separated bike lane, not painted on the road.
118	Kids parks, dog parks, nature trails, coffee shops, public seating, kids activities like ropes ladders connecting the trees or water spouts that they can play in. Bins for rubbish a must
119	Playgrounds, basketball courts, cafes
120	Weekend markets
121	A shared path would be perfect (without removing trees please)
122	Dedicated separate bike lanes

	Suggestions for outdoor recreation
123	do not clog a major transport road. Move all sporting activities off the main road.
124	shaded seating areas , fenced off leash dog area , play park for younger children , skate park, a weekend market .
125	Better cycling conditions
126	light rail at least to Maroubra small parks or playgrounds would be nice
127	If possible, seating long the way would be nice if we wanted to walk. Drinking taps along the way, for both us and dogs would also be nice.
128	community gardens to grow food and native plants.
129	I'm supportive of mixed use, skate park, basketball, walking, cycling, out door chess, coffee;juice bar, etc. Malabar, La Perouse and Maroubra are the poor cousins of Coogee and Randwick and desperately need this type of infrastructure. You are literally taking your life into your own hands by cycling down Anzac Parade. Rothschild avenue in Tel Aviv is an incredible example of how this can be successful. A cycle path from La Perouse to Kingsford would be incredible and encourage so many people to cycle keep fit etc. It would be great to see this linking to other cycle paths into the city.
130	Trees
131	Small parks would be great or pathways off the main road through parkland
132	Separate bike paths would be great. Also more trees. Bike parking and cafe dining. Slow the cars down. Public art would also be good
133	n/a
134	Places to stop and rest that are under cover from rain and heat. These places should be made attractive with trees, bushes, art, history etc.
135	'There are large wide tracts of grassland in the middle of ANZAC Pde that could be put to better use if fenced properly. - more parking in areas where needed. - playground equipment where there are long and wide sections - community gardens as they have in the UK
136	Take all the money you're planning on spending, and put that toward extending the light rail.
137	Water bottle refill stations and wide, smooth (tarmac) walking and biking paths would be incredible! Shady trees would make it great all year around as an awesome 20-30km loop, I'd really enjoy doing this walk or cycle on weekends to connect to Kamay NP and the beaches.
138	Seating
139	Unsuitable
140	Lush green vegetation (tropical forest feel), basketball court would work well too as there were very few ones open and well maintained.

	Suggestions for outdoor recreation
141	Bike path is a great idea!
142	Outdoor gym space.
143	Cycle paths, walkways, outdoor gyms!
144	Gym equipment and play ground area equipment for the kids and sitting areas and foot paths.
145	It would be great if there were a separated cycleway along Anzac Parade, connecting Maroubra Junction to the cycleways that begin near Moore Park and Centennial Park. It would be best if this cycleway were in the middle of the green space in the middle of ANZAC Parade rather than directly next to car traffic.
146	Basketball half courts, skate parks, outdoor fitness stations, shaded seating, small parks or playgrounds are ALL great ideas !.
147	Add more parking so that 2 lanes of Anzac pde can be used for vehicles. Anzac pde is a car park now during peak hour .
148	Maybe a section for a fenced dog off leash park, I've seen some wonderful ones in Adelaide that aren't that big but give dogs an area to play and socialise. I think there are areas large enough to fit this along Anzac pde
149	I think it's too busy of a road to put things in the middle that children would use a lot. I think it should be kept as a nature strip and car parks in the spots near the shops. As a disabled person I can't even park in Kingsford outside a shop any more and Meeks St lost a lot of parking with a pointless plaza. Don't do it again.
150	Just fix potholes on the road and fix street lighting to make it feel more safe to walk at night.
151	could have pop-up breakfast and coffee stands targetted at cyclists
152	Outdoor gyms, kids play equipment, dog/pet amenities and sensory walks.
153	Cafes
154	By planting more trees and developing wild bushes, it would increase biodiversity, reduce noise, temperature and it will be more appealing for free activities like walking dogs, walking, running, biking and exploring for kids. It is not necessary to build expensive infrastructures.
155	Parks, community gardens, shaded seating, sports facilities
156	Monkey bars, or a parkore set up. Collaborate with Indigigrow to work towards a way to increase eastern suburbs banksia scrub opportunities. Communal gardens.
157	I don't but it's hard to recommend any when road noise and vehicle pollution is as bad as It is
158	Bicycle road separated from the car road on the median space
159	Basketball courts (with fence/barrier around them to prevent balls going onto the road), shaded seating around gardens.

	Suggestions for outdoor recreation
160	<p>Recreation facilities would not feel safe between two busy roads. There is so much congestion along Anzac Pde south of Maroubra where there is often a single lane because one lane is taken up with parking. Traffic crawls at peak hour. This needs to be addressed . The regular bike riders are the “peletons” - large groups, that block the roads sometimes over both lanes when there are two lanes available. These groups wouldn’t use a central bike lane anyway. Many ignore all road rules.</p> <p>I am not opposed to a bike track down the centre of Anzac Pde, in fact I think it would be a great idea especially for families, however resident must be considered by the provision of additional parking, which could easily be incorporated into this project. At intervals, rest spots could be available.</p>
161	<p>I think the main opportunity is shared footpath/cycle way. Along the route there maybe some opportunities to have children’s playgrounds.</p>
162	<p>Cycling path, revegetation of eastern suburb banksia shrub for ecology and bird watching</p>
163	<p>extra car lanes ...if possible.</p> <p>I realize that this is like talking to death ears, but PLEASE, PLEASE do not make any changes that will further deteriorate the already impossible traffic congestion along Anzac Parade, due in a large part to the councils? /Governments? high density housing policy in an area that does not have the appropriate intra structure to support it</p>
164	<p>Please build cycle paths as a priority. Outdoor sport facilities would be nice, but there is a huge need for safe efficient ways to get around that don't involve driving.</p>
165	<p>Having some green space protected from the car noise and gaz, to enjoy some resting time in the shade would be awesome (for enjoying a coffee, reading or playing board/card games)</p>
166	<p>There are enough sporting facilities in the area. Please keep this for green space, parks and active transport corridors</p>
167	<p>Small parks are interesting. What is important is to NOT cut down trees. In fact, more trees are needed along Anzac Parade.</p>
168	<p>Anzac Parade in 7 - 10yrs will be as busy as Parramatta road. Between Matraville and Maroubra Junction, it is one big parking lot. Median space is predominately used for parking and as dumping ground. Council can learn from other Cities to improve landscaping. We live near the beaches and coastline, so this should be reflected in Anzac Parade. Anzac Parade can be improved with Solar powered lighting, CCTV, extra benches and seats, dedicated bicycles pathways on Median space so they don't have to go on the road. Median space starting from Kingsford to Little Bay can be improved with dedicated bikes and pedestrian walkways without losing the car parking. Unutilized median space areas can be converted into car parking, so the cars can be removed from the Anzac Parade.</p>
169	<p>outdoor fitness facilities, shaded seating, children playgrounds, perhaps mobile carts selling coffee, drinks.</p>
170	<p>Extend the Light Rail from Kingsford and incorporate a cycle way and footpath</p>

	Suggestions for outdoor recreation
171	Have some bench seats or resting place on the roadside along Anzac Parade if possible for the older morning and recreation walkers to rest if necessary!
172	I would leave most of the central space alone...
173	Lots of trees please
174	Exercise stations Bike trail/circuit Dedicated dog park spaces
175	All these ideas are good !! Cultural path (e. g. Previous Tram there,...) repairing activities recycling, composting, gardening examples
176	Please do not reduce anzac pde to one lane, slow the speed limit or add bike/walk paths. It is essential for commuting to the city/eastern suburbs for work. Commuting by car is my only option as a doctor working at varied sites. Keep Anzac pde efficient for cars please
177	Just extend the light rail - its a no brainer - why waste money on these other things
178	Expanding public transport with a dedicated bus lane, trackless tram lane or similar.
179	Better walking and bike paths would be great or even little garden areas like the one between Carrington road and the spot in Coogee
180	Increase biodiversity and habitat for native wildlife, plant more endangered Eastern Suburbs Banksia scrub habitat, creating opportunity for bird, micro bat and pollinator watching. Encourage sustainable living by planting of edible natives such as finger limes, midyim berry, dianella flax lily, cinnamon myrtle, Davidson plum etc, creates an opportunity for people to learn about native foods, forage and live sustainably. Rewild Anzac parade and create a nature walk/ running trail all the way to La Perouse. Perhaps also install some electric car charging stations.
181	My concern is that nature and green spaces will be compromised by any development, there's never enough consideration for green spaces but more concrete areas are added whether it's for squares, outdoor fitness stations etc. Even now we see the plans for development in front of Pacific Square, more concerted spaces are added. Please keep the area green and do not cut any trees or replace grass for concrete. It will only make our summers hotter if there's no nature to absorb the heat. We would like to see overall reduction of road space for the benefit of cycling or walking as opposed to compromising nature.
182	Outdoor gym where people can gather and do basic exercises, especially for the elders
183	A dedicated walkway/bike lane with some shade/green areas from Kingsford to La Perouse would be lovely, as my partner and I like to go long rambling walks.

	Suggestions for outdoor recreation
184	outdoor fitness, small parks
185	Boules playing field, giant chess Outdoor gym, Australian native bee boxes
186	As long as any change does not affect the current car and bus access, including street parking, I think the median spaces could be mulit use.
187	Cycling and light rail from Kingsford to La Perouse would be beneficial. I don't see the benefit of combining cyclists and pedestrians as it never works. I've been taken out by cyclists on Alison Road outside Centennial a couple of times. Let pedestrians use the pre-existing footpaths so that cyclists can get from A to B without obstacles.
188	A light rail extension, more casual parking, a dedicated bike path.
189	I think utilising it as a transit space for people to walk and cycle with lots of trees and lighting is the best use of the space with places to sit along the way.
190	Extend the tram line further along!
191	You could make it friendlier for bikes and motorised transport by getting ride of the cars parked at the kerb.
192	How about a giant outdoor chess board?
193	<p>Please consider establishing a sensory garden (particularly customised for, and accessible to people with visual disabilities, mobility, mental and related health challenges). Create a space where they can spend time to smell and enjoy the fragrances of plants, hear water flowing, listen to birds and insects, feel the textures of different plants, and if possible, taste edible plants and herbs.</p> <p>Please consider retaining existing trees and plants in landscaping decisions, and providing wildlife refuges along the walkways and cycleways. Closer to La Perouse the median space lends itself to establishing a small wetlands area that can provide sanctuary to wildlife and add value to walking experience and mindful / meditative activities.</p> <p>Please consider providing educational material along the way on the ecology and the significant Aboriginal heritage of the area.</p> <p>Please consider establishing community garden areas for growing edibles (vegetables and herbs) allowing for community engagement and educational opportunities.</p> <p>Thank you for your consideration and the opportunity to contribute.</p>
194	A few coffee/ice cream kiosks beside a playground would be amazing!!
195	I'd like everything to be open plan with no places people can hide and either steal from people or harass children. I'm concerned about safety
196	Footbridge at tree top level the length of Anzac, with connections to intersection on regular basis.

	Suggestions for outdoor recreation
197	The aesthetics are important. If you have good quality walking tracks like you have organised around the Maroubra Headland / National Parks, people will use them. Be great for fitness, as Anzac Pde busy / dangerous & need plenty of areas you need to stop for traffic.
198	No
199	' - Exercise stations connected by a walking/running path would create a good area to do complete exercises or even for boot camps - Enclosed playgrounds could help break the divide between the two sides of Anzac
200	Places to sit and have a coffee
201	Too much pollution from vehicles for satisfactory recreational pursuits. dont think these are needed.
202	Table tennis
203	Picnic areas, definitely a skate park!
204	<p>I would be pleased to see any of the above mentioned recreational opportunities progressed. I would also like to see some part of central space of Anzac Parade used for storage of trailers - boats, caravans etc. This has been discussed with Council as an option for providing some parking relief for trailer owners , particularly boat trailer owners who are subject to the 28 day move on provisions of the "Unattended Boat Trailers - Impounding Act 2015. It has been discussed with Council and Councilors that a stretch of the Parade between Yarra Bay Junction and the PHH site would be most suitable.</p> <p>I am mindful though that there are still ongoing community concerns that the Light Rail will ultimately be extended beyond Kingsford and this needs to be factored into any planning for the future use of the central space of Anzac parade</p>
205	Can you please just extend the light rail?
206	Extending the light rail Parks Play grounds and fitness Bike parking Bus interchanges
207	The suggestions all seem fine,
208	More synthetic grass park
209	All sound great - but bike path please!!!
210	More greenery, trees and outdoor seating and bicycle parking
211	I dont know the area well enough to make suggestions
212	Ball sports can end up on road if not properly fenced.
213	DO NOT CHOP DOWN ANY TREES IN THIS CORRIDOR
214	No

	Suggestions for outdoor recreation
215	Tram line to La Perouse + parking + trees with park feel which we have now already in many parts of this space. Anything else would be a waste of public funds and would go against the real needs of residents. Please do not continue destroying public amenities through cutting existing trees.
216	A proper bike path that is away from cars and a nicer walking track. However, no trees should go for this.
217	Add Pull up bars!
218	Outdoor fitness stations, playgrounds and seating would be wonderful. Perhaps even cycling paths for children.
219	Car parking. The two lanes on both side need to be open to traffic. It's stupid that 1 car can park and block that inside lane.
220	Please add more outdoor gym spaces. I try to use the outdoor gym at maroubra beach but it is in poor condition and there is a lack of variety in the equipment - please add a chin up and dip station. If there was better maintained facilities I would use this space 3-4 times per week
221	Cycle paths, footpaths and parks/passive recreation areas would be great.
222	Why would you locate ANY facilities where people need to BREATHE in the middle of SIX LANES of noisy, busy, polluting traffic. And there are no destinations along most of the Parade, not even a coffee shop/cafe apart from the Junction or the tip of La Perouse.
223	Outdoor gyms and children's playgrounds. More trees needed. Pop up cafes,
224	Mo. This is a great idea that has been around for a while and is low hanging fruit for Council. It is harder to complete the same changes falling the whole of Anzac Pde, but this is a great start
225	Seated/table areas at coffee/food hubs only eg Maroubra Junction or MalaBAR shops. At Mar Junction could have a recreational active area eg bocce court, netball or basketball ring, ping pong table, scooter jump, handball - targeted for teenagers up. Younger kids would be safer in properly designed playgrounds with fences.
226	Kids park, fitness area, community garden, nature strip to walk in, cycling path!!
227	Gyms, skate parks, small bike tracks for kids would be great. There is a long path in the Gold Coast that follows the beaches but it has gyms and playgrounds interspersed along the way so it's great for running/riding but also for kids activities.
228	A bike path would be absolutely fantastic and I have been hoping this would happen. I cycle when I can but have to find quiet streets which make my route longer, so I end up using the car more than I would like. I would also love to be able to cycle from Maroubra to La Perouse for exercise. A walking path would make the trip on foot to the shops so much nicer, I think more people would do it. I would love to see basketball half-courts for this fast-growing sport with too few amenities, fitness stations and safe shaded areas especially for the elderly living along the route, to make it easy for them to access outdoor exercise and rest areas.

	Suggestions for outdoor recreation
229	Interesting stuff to see would be nice. Perhaps displays/photos connected to the area's history and aboriginal heritage?
230	Fitness stations along the stretch. BBQ areas,
231	A walk/bike path down the middle of Anzac Parade would be a good idea, I think. I walk my dog from Maroubra beach to Coogee every day, but it would be nice to have an alternative.
232	Start with a dedicated bike path, then see.
233	Light rail
234	I believe that the middle areas should be upgraded ie the areas between the road (Anzac Parade) heading north and south
235	Micro parks, benches, art, outdoor gym, community garden
236	I think fitness stations would be fantastic, especially if spaced along and could be combined with other fitness activities such as walking, cycling and jogging. Also shaded seating and small parks would be nice.
237	Provide coffee shop , restaurant facilities at appropriate areas
238	No outdoor recreation opportunities are needed. There are catered for in the numerous parks. A dedicated bus lane would make commuting much easier for people living in Little Bay, La Perouse etc.
239	All any of us want down here is for the light rail to be extended so we don't have to spend forever making connections. Commute times are horrendous.
240	Outdoor Gym, Weekend Market
241	A dedicated bike path
242	Safe cycling path that enables bunches to ride two cyclists side by side with safe entry and exit to bike path
243	No. However I would like to suggest that a parking station will need to be built at Kingsford for people using the light rail.
244	Cycling connection, predominately along the centre of the Anzac pde corridor. Improve footpath quality.
245	Anzac please needs to provide easy and effective connection between suburbs, recreation on major road is not necessary
246	No need for more open spaces we have plentybut you need to create more parking near the goal so we can have more than 1 lane access on anzac pde .. its ridiculous habing all that spare space in the middle and the road blocked up with parked cars .
247	I would be concerned about exercising in vehicle pollution and vehicle noise isn't very relaxing. I wouldn't take a kid to a play ground in middle of ANZAC Parade for same reasons. You'd also need to put in mitigations for wayward balls ending up in traffic and little kids shooting out on the road. But see comment above about pollution and noise levels improving as vehicle fleet transitions to electric. I think using ANZAC Parade for recreation will be ideal once the vehicle pollution and noise impacts lessen.

	Suggestions for outdoor recreation
248	Any kind of NOOK would be great, and better than the existing unusable space
249	Activities and/or times of access should not impact adversely on local residents or motorised vehicular use of Anzac Parade
250	Bike lanes running the full length are a must. Our family used to cycle every weekend when we lived at Dolls Point - I could cycle to Homebush for work and only be on the road for less than a 1km the whole way. There's no cycle connectivity to Malabar at all, even the short run to Maroubra throws you onto roads... A path down the median at its widest points would make a much more pleasant riding/walking experience. The grass is rarely mowed and is rarely short enough to walk through comfortably. Exercise equipment could be good - in the wider areas getting some basketball rings in would be awesome. They would need nets for safety, but there's barely any basketball facilities locally compared to netball courts.
251	Please don't waste the ratepayers money for such rubbish
252	Fix Anzac Pde! Road is in disrepair and side roads are mudroads! Single line from South juniors to maroubra and then again to La perouse. Take a drive or use google map! After tram built traffic lights at where roundabout was (Rainbow st/anzac pde/bunnerog/Gardeners are impassable everyone ques across intersections! FIX EXISTING PROBLEMS!
253	Scoot / Skate park, basket ball half courts
254	A cafe and seating would be fantastic and get a lot of use especially around the Matraville area near Beauchamp road where there's not a lot close by. The rainforest style plants and trees in Zetland are amazing - they provide such a tranquil feeling and also much needed coolness in the summer. Basketball half court would also be fantastic and get a lot of use here as well.
255	Gardens, maybe indigenous food gardens. It would be great to have native plants, fruit trees that don't easily fit in backyards like Davidson plum and native limes would be good. These would provide shade, fruit and knowledge. A habitat corridor would also be good.
256	bike path is needed all the way to CBD, not just to Kingsford. Driving safely to Kingsford and then unsafely to CBD is not an option
257	Please plant more native trees and shrubs for the native birds, insects and lizards. A bush track would encourage more people to exercise and appreciate nature. Outdoor gym equipment from La Perouse to Kingsford would encourage more people to exercise. Half Netball courts and football or soccer fields would be great for teenagers as well as a rollerskating ring. Bar-b-ques and shaded seating would encourage more community gatherings. Childrens play equipment. The whole area would need to be fenced to stop children from running onto the road and to stop boats, caravans, trailers, cars, trucks etc, from being parked there.

	Suggestions for outdoor recreation
258	<ul style="list-style-type: none"> +Native gardens with educational panels speaking to species, and local/indigenous connection, history and local language. +Meditation nooks +Exercise equipment +Dedicated small group fitness area for yoga, qi gong, tai chi, etc +Pagoda \ sheltered areas +filtered water stations +Small fenced off area for dogs to be off leash +access for coffee carts/food trucks to park safely and accessibly to the busier sections +Several bathroom facilities (with dog parking, water, bins) +bike racks
259	A long horizontal low climbing wall would be amazing, specially if the landscaping is good too. Also bike stations to fix bikes, organise community workshops, air pumps, tools etc would be great. All those ideas are good, however, they might not be fully successful if the number of cars are not reduced. Cars make noise and pollute the air so that people will not feel comfortable using that space. Encouraging active transport is key.
260	Basketball half court would be great
261	I think it highly unlikely that ANYONE would regularly use the green space in the middle of a major arterial road. It will be noisy, dirty and lack any privacy whatsoever. Just keep it as some green space or, where useful, like at Maroubra Junction, keep it for parking. I am a cyclist, but tend not to use bike paths because they are simply a lot slower than using the road.
262	The space in the middle of ANZAC Parade from La Perouse to Kingsford where the old tram tracks were should be made into a bicycle path for safety of bicycle riders
263	A separated bicycle path would be great, much safer than riding on the road
264	Outdoor fitness stations would be a welcome addition
265	Shaded seating with playground and some small shops were to grab some snacks
266	Safe cycle path Accessible bridge over road
267	A place for yoga and safe cycling. A place for picnics, meet ups with friends. Badminton courts.
268	TREES AND MORE TREES WITH BENCHES TO SIT Council need to plant 1000's more trees to compensate for the Light Rail destruction and the loss of trees on every block of land which is being redeveloped for houses or apartments
269	<p>A swimming- wave pool. Places for people to meet and gather under trees. Make it a lot more family friendly during the day and places for adults to meet and hang out in evenings.</p> <p>Community Gardens. Community book box.</p>

	Suggestions for outdoor recreation
270	A cycle lane should be prioritized for the entirety of Anzac Pde - not just the segment that is the subject of this survey. It is frequently used by cyclists and it is abominable that there is no cycle lane. Driving in the traffic is not safe. As a cyclist, I have often had cars drive perilously close to me or received abuse for riding on the road. Small parks would be wonderful however would require secure gates to ensure small children don't run into traffic.
271	Anything that makes the area useful and stop people gathering and make it unsafe to use.
272	We are in desperate need of "off the lead dog parks" this can not be that of course due to the road but community areas where on the lead dogs are welcome and there is shade.
273	Parks for children, cycle paths separate from walking surrounded by greenery.
274	I think a bike and walkway is by far the best use for this land.
275	Create separate cycling and walking paths. A Shared path wont work well as the current speed of cyclists heading down Anzac Parade won't be compatible with old local 'Doris walking her dog. Some minor fitness stations could be nice, but I'd focus more on basic seating and shade structures where there aren't any provided by existing vegetation.
276	Do you actually see the kind of people that lounge around Maroubra as opposed to the people who come here for the shopping and food? Any kind of 'leisure space' you waste money on will be for the kind of weirdos that hang around pacific square! no normal people are going to use it or let their children hang around there!
277	A cycle path connecting to the Light Rail at Juniors would be ideal. The only other idea is perhaps consider outdoor gyms at points along the way so people could stop off and exercise.
278	Shaded seating. Small parks
279	It would need to be well protected from the traffic and easily accessible from side streets otherwise it wouldn't be a pleasant space to be.
280	No. How awful to be doing recreation activities in the middle of two lanes of traffic.
281	something cultural or creative, some public art perhaps?
282	Connected walking and cycling paths and space for future extensions of light rail should be highest priorities
283	Parking for residents on anzac pde Unbelievable unable to now s as get booked so many duplexes no more car parks
284	It is not a viable location for recreation facilities. Plant more trees & gardens. Crossovers for cars Must Not be closed. They are vital for traffic flow. You cannot build ugly bridges over these crossovers .
285	Small parks, fitness stations and playgrounds

	Suggestions for outdoor recreation
286	Small parks with pockets of nature and a fountain to block out the noise from motorvehicles
287	<p>small parks are good for elderly people and those taking long walks. Shaded seating is a nice idea but attract drunkards.</p> <p>Any ball game including Basketball courts are not good because the balls will fall into the driving lanes and may cause serious hazards. Mini skate parks for little children is ok because they will not be noisy at night. Outdoors gym or a short zip line is brilliant.</p>
288	Parks for older children / teens. Bike parks, parcour, basketball courts.
289	Beautiful parklands like Centennial Parklands. Curated landscaped, native gardens for walking, recreation, nature communion and picnics.
290	I would love an open space for fitness instructors to run classes like yoga, Tai chi, or dance.
291	Small parks
292	More, fresher greenery along the Anzac Parade corridor without impacting walking space. Upgrade the footpath bitumen and pavers along the corridor.
293	<p>Mountain bike trail or “pump track”, dirt pathway suitable for off road cycling and trail running.</p> <p>A relatively narrow dirt path corridor down the central median strip could create a significant cycling and running asset for off road cycling (gravel bikes, mountain bikes, kids bmx) with an opportunity to create a destination (e.g. refer to wylde mountain bike park, bare creek, manly dam, and various rail trail cycling assets as examples)</p> <p>Off road cycling opportunities will attract older kids, teens and active adults that may not be interested in plain cycle path. This can coexist with paved pathway.</p>
294	After being in Melbourne and seeing the electric scooters they would be great, having dedicated places to park scooters and bikes. It would be great to be able to do a tour of the east by scooter. Really improving the outdoor dining experience. Great coffee and food.
295	I do not feel the need to create any recreational opportunities within the existing nature strip. There are sufficient playgrounds in the area already and the median strip is not suitable for such purposes as Anzac Parade is a major road that provides access for locals to travel to work, school, shops, medical centres etc. As a parent, I would not want my children to be playing where the existing median strip is, and there are more than enough parks in my local neighbourhood. I think the outdoor fitness stations are better suited along the coastal walkways or within existing local parks.
296	Outdoor opportunities are best kept to existing dedicated spaces as a median strip of a major road is not an appealing place for recreation.
297	Anything's gotta be better than carparks.

	Suggestions for outdoor recreation
298	The question is misleading (as are questions 1-8 inclusive). What is meant by "along Anzac Parade"? Does that mean in the centre of Anzac Parade between the existing northbound and southbound traffic lanes or does it mean alongside, adjacent to or within the existing formed roadway or alongside or adjacent to the footpaths? The absence of clarity in what is a fundamental definition for the purposes of this survey, renders the answers by any respondent to the survey meaningless.
299	More tall trees and native vegetation for shade, amenity and habitat.
300	I think physical recreation other than walking would be unsafe. I have however seen cafes or community spaces in similar but wider road medians.
301	Restore eastern suburbs banksia scrub along the corridor.
302	Community gardens
303	Pleasant area for sitting and chatting eg water fountain, food trucks , perhaps it can be utilised for weekend markets and activities eg movies,
304	Community garden maybe.
305	Seating to relax, BBQ areas, viewing stations out to Botany bay
306	Fixed tennis tables, gym-like playground, fenced soccer court, stretch bars, skate park, KEEP THE TREES KEEP IT WELL SHADED, maybe even add more trees on both sides of the road those trees are making it amazing feeling when they mature! Allow electric scooter path on bicycle path too.
307	Playgrounds, self bike repair stations, food trucks, some space for artists, public gardens with fruits and vegetables, fruit trees all along Anzac, solar panels, pianos (like in the streets of Montreal), small cabins for remote work that we could book hourly. And above all that: cable cars!
308	Extrenf light rail
309	The median will nowhere be wide enough for sports facilities or playgrounds when it accommodates a cycleway and walkway, and is provided with shade for the latter. Shaded seating should be provided at scenic spots and memorial parklets. Promotion of ESBS on the median strip S of Lake Malabar should also invite walkers to explore the Malabar Headland National Park and visit Malabar Beach. Another plaque could describe the indigenous connection as this area was the primary boora (meeting place) for Gadigal aborigines.
310	I'm against changing the middle space for recreational purposes as it will create parking issues along the corridor. The space should be kept as is or used to improve transport (cycling or light rail)
311	so long as you keep the trees, I don't really mind - Im sure kids might like some extra skate parks
312	Parks, more local businesses such as cafes and other shops.
313	<ul style="list-style-type: none"> • I would love to see more landscaping and active recreation facilities (bike path) and passive spaces along the Anzac Parade corridor. It is a potentially lovely space which is very under utilised. • Love the idea of skate parks, basketball half courts, shaded seating and small parks. • We need better public transport options in the area so that are not forced to drive

	Suggestions for outdoor recreation
	everywhere. The light rail should be extended to at least Maroubra Junction so that this major shopping precinct has better public transport access.
314	Skate park, Basket ball court, bicycle lockers
315	Parks, shaded seating, fitness stations, play equipment and new landscaping would all be welcome. The median sits unloved and unused. It desperately needs to be used for active transport and recreation. Bicycle NSW looks forward to close and early engagement on on the plans for Anzac Parade.
316	Gym
317	Seating beside recreational areas - playparks, sports opportunities - with good shade and water fountains. Perhaps opportunities for retail cafe's integrated with WC facility?
318	Playgrounds or or Gym
319	Love the idea of utilising the median. I think using the space for basketball courts is a cool idea (although I don't play basketball). Maybe the area could also be used for food trucks or outdoor markets? It desperately needs something to bring it to life.
320	As long as no driving lanes are lost I think it's a great idea to create some bike activities such as ramps/ humps/ bridges for example to add excitement for kids to want to use it.
321	cycle path

Suggestions for outdoor recreation	
322	<p>As long as it is a median strip (which is a nice way of saying in the middle of the road - right?....) I can't improve on your suggestions above. If it wasn't a stranded strip of ground in the middle of multi lane roads then let's flick through travel guides of the best streets in the world and try and replicate the best bits of those. The section between Kingsford and MJ is woefully low density but there is certainly value in activating this space as proposed. The Median strip where MJ begins, South to Fitzgerald is different though. This needs more fundamental change.</p> <p>I somehow missed the Maroubra Junction master plan consultation but of course, these 2 consultations are linked. All the big ideas (from memory) lost the median strip and shifted the road layout in some way (either to one side, or underground). This is the way to go. There should be no compromise on this really. Let's lose the median strip and shift traffic to one or the other side (or a bit of both) and losing some of the multitude of car lanes. The work required to sort out the median strips has 100 times the value if the first step is to change the road layout and then activate the new spaces.</p> <p>Let's be clear - right now, when I cross Anzac to go to the shops, if I press the button and diligently wait for the green man, I can only get as far as the median strip and I'm therefore stuck in the middle until the next green man can offer me safe passage. That can be upwards of 5 minutes to cross a road & a lot of that time is surrounded by swirling traffic. Very unpleasant. That doesn't encourage pedestrian use of Maroubra Junction, it discourages it. It encourages car drivers to drive to use the underground car park in Pacific square.</p> <p>The fundamentals of discouraging pedestrian use of Maroubra junction are not addressed by fiddling with the median strip. If we can reel in the agencies that control the roads and work with them to shift the MJ roads as per your 'ideas' then the work on the space created (the equivalent of the median strip but 100 times better) can commence with purpose. The range of exciting options available to activate that space will be huge. Let's do that!</p>
323	Perhaps an occasional rain shelter. Periodic cycle-locking facilities near shops, bus stops, or other logical locations
324	All the ideas are good, but I'd be concerned about air pollution from vehicles at traffic bottlenecks like Maroubra Junction
325	Skate parks, skate spots, basketball courts would be a great use - but would have to be in an appropriate location.
326	Focus on pedestrians, public transport and cycling
327	There should be a dedicated bike lane made for commuters. By that I mean a practical bike lane, without any obstacles in the middle, not mingling with pedestrians, etc. it should be of a standard similar to a road for cars
328	No recreation needed for the centre of Anzac parade. Use it for transport - bike path and tram line.
329	Any of the above
330	Rather than more outdoor recreation, which I think this area is well served in, can we please use the space to make the tram go to La Perouse? And add a dedicated bus route as well. If you want to encourage active transport add bike racks to the front of buses and to the trams (as per Canberra). (I know that is Transport for NSW)

	Suggestions for outdoor recreation
331	Make it difficult for cars and better public transport options
332	Pop up cafes, market places, bike path with its own traffic lights, like in London!
333	Parks for kids, cycleway and pedestrian areas, cafes, libraries.
334	Just a decent bike path would be great. Fenced playground would be nice too.
335	1. Small scale sporting activities that are noisy - like basketball. Obviously you'd need very high fences and perhaps netting to fully enclose. But this is an opportunity that wouldn't annoy too many residents who are already used to noise on this corridor. 2. Enclosed small scale kids playgrounds. 3. Enclosed off leash areas for dogs - there is a high need for this, particularly between Maroubra and Juniors, where people illegally let their dogs off leash in parks. 4. Enclosed passive open space.
336	No
337	A continuous, dedicated bike lane that links with the new part being built opposite Souths Juniors. Even if people aren't cycling now, by being there it will draw in new/hesitant cyclists.
338	No more outdoor recreation, no more cement. This is one the few green arteries in the area with grass and trees. Instead of putting in more man made structures you should enhance the natural landscape by putting in more indigenous trees, shrubs and ground cover to provide a wildlife corridor. People can then enjoy walking through this natural space and connecting with nature. That is scientifically proven to enhance their well-being. The LGA is already a concrete mess.
339	I WANT LIGHT RAIL TO GO ALL THE WAY TO LA PEROUSE!!!!!!!!!!
340	Shaded seating would be good.
341	Any outdoor recreation should be small scale like individual fitness stations along a path and rest seating, rather than "hang out" areas. The Anzac Parade median should be primarily a corridor linking places through out the Eastern Suburbs (parks, shops, beaches, suburbs, bike paths, wildlife corridors...). An alternative option may be to plant/landscape local plants to create natural park type pathways (e.g. Cook River cycleway), this would create a recreational path that forms a backbone to link the many parks/beaches in the area.
342	IN the area between Little Bay and Maroubra, I say NO: these suburbs have good recreational areas within the suburb, and ANZAC Parade needs to be kept as a green area (where there is increasing density in apartment building that is reducing home-garden areas) for the kind of recreation that I so enjoy and for the bird life.
343	More green space and art murals that reflect Maroubra.
344	Recreation and fitness like they have done along the River in Bordeaux France

	Suggestions for outdoor recreation
345	<p>There are far too many barriers to its use for recreation.</p> <p>As someone who is actively moving within the Anzac Parade (Kingsford to La Perouse) local community throughout the week, my suggestion is that the Council stop its attempt to sell to its residents the insane concept that the median/central space of Anzac Parade is suitable for recreation.</p> <p>Its obvious use would be as a much needed Randwick Council and Sydney pedestrian experience with plenty of planted and artificial appropriate shading and well maintained gardens, together with intermittent seating and tables and regular pedestrian access to and from the median/central space.</p> <p>I genuinely believe that the Council could choose to create a walking experience that could be applauded as a destination for being one of the walking best Sydney spots.</p> <p>It's up to you Randwick Council. Please pivot away from what seems to be the current impetus to spend our precious ratepayer dollars on the crazy notion of recreational use of the median/central space of Anzac Parade, a heavily trafficked roadway.</p>
346	<p>These are all good suggestions but active transit corridor would be most important</p>
347	<p>Anzac Pde is a critical source of canopy in Maroubra down to LaPerouse. You need to maximise this space to provide canopy to attract birds and bees. Unless you can minimise the fencing that will be necessary to make safe the proposed basketball courts, skate park etc, I strongly disagree with walling off the green space along Anzac Pde. One of the really nice features of this space is the sense of openness. The Council and Developers are urbanising too much of our recreational space, leaving almost no room for free form structures and mind wandering. I think the space along Anzac Pde would be best dedicated to planting plants and trees that feed wildlife - possibly including communal worm farming and composting zones. ALSO critical for everybody's safety and enjoyment will be separate paths for cyclists and walkers.</p>
348	<p>Occasional parking with picnic facilities / occasional seating / occasional fitness stations. There should be no playgrounds which attract noise and undesirables. We had area for parking where visitors could picnic or stop for lunch in the shade along Bunnerong Road at Woomera Reserve which Council removed. These types of areas would make Randwick City Council visitor friendly instead of the negative prohibition on using our spaces and the persecution by Council's rangers. RCC has become an unfriendly place to visit and as a resident of 70 years and very active environmentalist and community leader I find council's attitude unacceptable and negatively far too corporate</p>
349	<p>In the green space in the middle of Anzac Pde needs more seating and shade along a designated bike/walking path. Solar lighting for evening. Outdoor gyms would be good but I dont think skate parks or basketball courts are appropriate for this space as it is too small an area and would not be safe for users and cars on the road ie loose balls etc, and too close to road traffic.</p>

	Suggestions for outdoor recreation
350	<p>Dual cycle & walking paths in centre of Anzac Pde on the sections with "greenfield zones" between the public parking zones.</p> <p>To connect between green zones and the public parking zones between outside Maroubra RSL south of the RSL memorial heading towards La Perouse.</p> <p>The RCC should have signs showing co-share cycle/walking zone requiring cyclist to dismount through car parking zones in their ongoing direction along Anzac Pde. This may mean a marked walking/cycle zone along car parking zones or within.</p> <p>Where there are parks or such memorials such the RSL Bob Clarke Memorial area at Malabar Junction there could paths along it with gardens zones and seating areas for both walkers/cyclists and locals and on Anzac Days seating areas.</p> <p>The route from Maroubra to La Perouse should have lighting at low level ground level and overhead with solar lights and after hours motion sensors to light up the walking/cycle paths so as to not have full lights switched on continuously disturbing local communities residential areas zones.</p>
351	A public garden. Anything that isn't a car park would be an improvement in terms of visual interest, feelings of safety, and family activities
352	A pump track for people on bikes of all ages
353	Provide filtered (and maintained) bubblers and water bottle filling stations.
354	Outdoor gym, interactive sculptures, eco education and info boards, creative activities, boules ground, community garden, sensory garden, water play for kids and adults, fountain (see Nice, France Coulee Verte), and cycle parking (secure and cycle hoops).
355	Picnic tables, food trucks (not obstructing cycleway), basketball courts, BMX track, outdoor gym, skate park

F. Barriers to using the Anzac Parade median / central space for recreation

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
1	Whatever you do, please don't compromise the ability to extend the light rail in the future. The more we build, the more we would need to rip out.
2	Consider the future extension of the light rail to La Perouse
3	It is very noisy and car pollution is a problem. I walk a lot around Kingsford and it can take up to 5 minutes in the morning for me to cross just one section of Anzac Pde due to the traffic. So safe places for children and pedestrians to access the middle space will be important. But give pedestrians the priority not cars. The key will be to increase the active transport which will reduce the car noise and the pollution over time. Transition to electric vehicles will help as well as they are less noisy and polluting.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
4	The type of people that loiter in the area are quite scary and intimidating. There are a group of individuals who congregate at median strip to drink, smoke and shout at one another. If the desire is to make the place a family friendly, highly utilised gathering space then I would strongly encourage a police presence to disband this antisocial behaviour.
5	The trees. They are beautiful and the birds nest in them.
6	Unpleasant place to spend time - too much traffic etc. Would need to add a lot of green (trees/shrubs) barriers.
7	Safety
8	Anti social behaviors in certain parts of the Anzac pde areas
9	No
10	No. Only if there's no car parking.
11	More trees and shades are most important. Any open space so close to the roads is not good for any exercise or relaxation.
12	No
13	At Maroubra junction city it is a tolerated homeless drunk people scene for some reason? fix that
14	best to not encourage children to play in this space due to safety issues
15	Flooding and rain. Locals disapproving
16	Often there are drunk or unstable people sitting at the bus stops and in the Anzac Parade central space at Maroubra Junction.
17	Traffic & pollution/fumes will mean no-one really wants to spend much time there, whatever you put in place.
18	No. I think it's a brilliant idea and currently a wasted resource used by parked cars
19	Safety for ball games unless fenced
20	See the previous comment
21	Only concern is that it seem to prevent a future plan for extending the light rail all the way to La Perouse
22	So long as the east-west permeability of traffic flows are not interrupted and the current provision of travel lanes & parking are maintained, this could be a positive improvement
23	Currently, the carparking area is not the safest. The pedestrian zones often have homeless or disorderly people who are intoxicated which does not go to the amenity of the area. The grassed areas aren't pathed which makes it cumbersome to walk.
24	I think any amenity on Anzac would be most welcome BUT not at the expense of parking as most of this has been taken away c/o of the light rail. I think what you ought to do is make Anzac Parade between Kenso and Souths Juniors a pedestrian only zone with all the amenities suggested eg parks etc and build a tunnel for cars/buses underneath. That would be a worthwhile project.
25	No
26	not enough pedestrian crossings
27	I don't see any issues with this. Its far better then plonking more meriton units in the middle.
28	There are enough pedestrian crossings in "Maroubra Central", but might need to add more pedestrian railings to stop J-walking there (which is very common & dangerous on such a busy road). May need more pedestrian crossings towards La Peruse, if the central strip is to be activated.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
	Personally I'd prefer to see the light rail extended along the centre strip though & then plan around that.
29	Nope
30	Very noisy from the cars + polluted, don't want to spend time in this area (not relaxing or fun)
31	Will the light rail come through the same place.
32	It makes a lot of sense to activate this area - it's just dead car space at the moment.
33	Stupid drivers
34	Mostly traffic safety - especially from La Perouse to Matraville, there's no traffic lights so people can speed a bit. Apart from that, it'd be great to make it safer for women at nighttime, i.e. more lighting, CCTV, fewer areas that are so obscured by trees that you don't feel visible, etc
35	Crossing the road
36	no easy links through intersections. poor drainage, not inviting in current form
37	Surely your hazard and risk safety could work that out
38	There's so much traffic going passed it's not lonely like some park area. The vegetation is high so few people engaging in unsocial behave. Do not turn this area in to one that facilitates unsocial behaviour, that is one with lots of shrubs & hedges. It might look attractive but in practice you will be encouraging undesirable behaviour. Even as it is now I have seen syringes on the ground.
39	Safe access to the area
40	safety
41	Be mindful of the impact on residents and road users. Please take people's safety into consideration with whatever activities are planned.
42	Bal sports in close proximity to a major road seem not like a good idea. If cycling and walking infrastructure will be build please ensure that its separate. That way both user groups will be happy alongside each other and will not compete for the same space. Please ensure that at the Kingsford end the path will have a connection to the rest of the cycling infrastructure and will not be a stand alone path. Consider offering an initiative on free trail of the use of bikes that would be promoted via the council. This has been very successfully overseas and might get some people motivated to get out of the car.
43	Crossing a busy road; if a ball from a ball sport like basketball went on to the road it could be dangerous.
44	Narrow area with traffic
45	Anzac parade is extremely busy and not a recreational space
46	Yes, congregation of anti social behaviour such as drinking like in Maroubra Junction with all the junkies who get their methadone from that chemist at Green St. Yuck.
47	Its going to be noisy! Sound protection (from traffic) is a must. This can be in the form of greenery etc.
48	No, so long as we can maintain the trees and native vegetation
49	The central parking between Fitzgerald Ave and Beauchamp Rd is full of trailers, boats, caravans, cars that never or only occasionally move. Too many drunks at the bus stops jettisoning empty bottles, cans and syringes. The central reservation has become a dumping ground for other people's rubbish. It deserves better management and some sensible, enforced parking regulations. EG a time limit, perhaps based on local residence. CCTV to stop the fly tipping. I'd happily host a council camera.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
50	Destroying even more trees - it was criminal the number of trees destroyed for the tram..
51	<p>Don't need recreation there. Too busy and noisy- would not be enjoyable. Just plant trees and gardens to make the corridor more pleasing to the eye. At the moment it is all ugly.</p> <p>That street is already too busy. I would not like a bike track taking up lanes. Maybe do it in another st. Bunnerong/hannan</p> <p>Perfectly I'd like to see the light rail continued to LaPerouse. Underground</p> <p>Or down the middle with gardens built around.</p> <p>This would get rid of a lot of buses.</p> <p>At least be underground at traffic lights. I saw this in Calgary Canada. Stops above ground, but trains/trams did not have to stop at lights- amuch faster ride making commuters choose that option rather than cars.</p>
52	Certainly wouldn't want kids chasing balls across the traffic! Doesn't seem like the best place for recreational space - use one of our parks for that, not a strip of ground between busy roads
53	no
54	Well it's covered in cars parks?
55	Should be dedicated to extending the light rail from Kingsford to La Perouse. Median space in Maroubra Junction is mainly used for parking, it is full nearly all the time so if you take this away where will people park? The median park space in Maroubra Junction is also a meeting place for alcoholic people, homeless people and drug users; it is not family friendly. Does Council have an integrated traffic management plan for public transport, cars, pedestrians and bikes, not just another thought bubble to extend a cycleway. I have seen one bike on the Kingsford bike track around Anzac Pde.
56	Currently it's shabby and full of weird people. Very limited parking especially during weekends.
57	The area is a bit of a waste of space and too close to traffic etc - The corridor from Kingsford to Maroubra Junction should be an extended light rail - - then going down fitzgerald avenue to the beach
58	No
59	Build the light rail to Maroubra Junction
60	its currently full of cars parking -where would they go?
61	Traffic on both sides would pose safety issues for ball games. Traffic is not relaxing. Just making it a green corridor with a bike and walking track would be optimal imo.
62	<p>Anzac Pde is a busy artery road, it will never be suitable for walking or cycling paths. Taking away car traffic lanes to add bike lanes will just create a severe bottleneck to make life more difficult for resident families trying to commute to school & work, to cater to a fashionable selfish leisure-set minority.</p> <p>Other less busy parallel roads can be used for bike tracks (Hannah st, Paine St, Robey St) which would be far quieter, more pleasant to ride along and have less traffic lights and bypass traffic bottlenecks.</p> <p>I already use quieter streets for recreational walking paths (e.g. Garden St, Hannah St, Robey St, Paine St), Anzac Pde is an artery and is too busy.</p>
63	It's not a nice place to be. You are surrounded by cars, breathing in fumes. Why would anyone spend time there?
64	There area lot of people at Maroubra who hang around all day who seem to be intoxicated. I would be worried about my safety, even during the day, and i certainly wouldn't want my kids walking through there. Also, i have heard people say they have been attacked or chased in their cars when parking in the central car park.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
65	Absolutely none if designed with safety in mind. Take a look at the many open areas in Spain [Madrid/Marbella]. Residents have plentiful recreational areas sandwiched between busy roads. Happy to send photo's.
66	Space being taken over by drunks/weirdos. Aggressive/dangerous cyclists/boarders if the path is a deemed shared.
67	The median is needed for car parking. Basketball would need high fencing to keep balls off the road, cars in close proximity to recreation are noisy/smelly/unpleasant.
68	Cyclists are a dangerous and lawless menace
69	The numerous crossings of cars could be a barrier. It would probably be better to remove some and get the crossings concentrated on where there are traffic lights. In my view the median should be used to extend the Lightrail from Kingsford to La Perouse, or at least to Little Bay. You can then reduce the number of lanes on Anzac Parade to one lane only by taking cars and buses off the road and create a safe 2 way walking/cycling track at one side of Anzac Parade or next to the Lightrail corridor in the central space.
70	safety - need better fencing to separate the space from the road.
71	Only curious where it has road crossings and how that would be handled if say kids cycling along length of it. Personally I cycle on road early enough there isn't traffic overlap issue so may not use any extra cycleway (unless with family) - but love seeing them added as they provide the opportunity for people to be healthier if they choose which is to be commended.
72	Please build a bike path!
73	Seperate cycle and walking would be better
74	Major concern would be losing parking area in Maroubra Junction
75	None at all. Its all there it just needs to be redesigned with eco friendly areas for everyone. It will take away some of the parking so that needs to be looked at.
76	Safety is the primary concern. It's a large space but it would be better if there were less cars. The pedestrian crossing is very short. It's often hard to cross to the other side in one trip. I've seen car crash on the median area. I don't feel safe there.
77	Only possibly when you get to the current car parks.
78	Safety concerns, especially with skate parks. Could seated areas attract people drinking alcohol as in Maroubra Junction.
79	Safety getting to the median strip. Small children and animals running out on the road.
80	Safety is a huge issue if riders who only want to get to their destination on time continue to make illegal use of footpaths and medians without any consideration for pedestrians.
81	shared paths for cycling on dont work. please make sure cycling is separated from walkers. bike path must be given priority over side streets crossing over. otherwise cyclist wont use it.
82	How do you integrate a bike path (especially if people use it for commuting i.e going faster than recreational cyclists, and with children playing and crossing paths, usually excited and distracted. Lack of parking if you take much of this area away.
83	Just don't do anything that makes it harder for cars to get around as whilst i understand you want to restrict car usage, as a cyclist i don't them getting road rage or creating an unsafe environment. Eg; Removing the roundabout near the racecourse on Doncaster has made it harder to get across that intersection
84	is the light rail eventually going to be extended to la perouse?
85	No light in some areas, too dark and not safe
86	hanging out in between traffic lanes with. lot of air and noise pollution

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
87	<p>Potentially need ing to navigate the multiple traffic lights, or cars stopped between the two roads at trafficlights. Also, getting on/off the central reservation safely.</p> <p>Awareness for the car road users that the area is mixed use and that enagerging or threatening cyscyclist road users is dangerous and illegal. I'd like to bring my child with me to ride to the lesuire centre. That is not possible today so we drive.</p>
88	It encourages unsavory types to loiter.
89	Some places are easier to reach than others due to where safe crossing places are. But you know that!
90	Currently there are groups of people drinking
91	I think if this was a recreation area the speed limit would need to be slowed significantly, cars are quick and dangerous through here; as are buses!
92	Yes the lack of parking all the way along Anzac Pde
93	Traffic lights often only have crossings on one side of the road. For example at Botany St, there's not a pedestrian crossing on the south side of the intersection, even though that's where the bus stop is. This slows down people with mobility issues and forces most people to illegally cross and walk on a dirty desire line path.
94	with cars either side it would be less pleasant. also risky crossing to get onto the median
95	There are possibly sensitive areas along this central space that may need some consideration.
96	Safe access
97	See above
98	it's too busy a road to want to sit there.
99	Trees
100	<p>It would be a wonderful use of the area. It is totally under utilised at present. Please consider building a shared walking/ cycling path down the middle where the trams used to run.</p>
101	It's in the middle of two very busy roads - therefore won't be very good for recreation, parks, etc. Better to use as cycling transport corridor.
102	Reluctant to take children there owing to busy-ness of road.
103	The small roads that cross Anzac parade would slow down a dedicated cycle lane. A good solution would be cycling underpasses under each cross road. Ideally cyclists should be able to ride with minimal stops from La Perouse to Kingsford. From Kingsford there should be easy access to the dedicated Doncaster Avenue bike path. Retaining as many trees as possible along Anzac parade would make it a pleasant cycling experience. I think a dedicated bike path would attract cyclists from all over Sydney and increase business turnover all along Anzac Parade. I lived in Montreal and used the dedicated paths there all the time, as did many residents and tourists.
104	1. Yes as rapid increase in developments of duplexes and population - people will require parking spots which most likely will be in the middle as they do now.
105	Lack of footpaths
106	Yes, too much traffic! It won't be enjoyable at all
107	There are some shady people that hang out in certain areas.
108	<p>Any use of the median should not close off possible future use as a transit corridor. While light rail extension to Maroubra Junction/La Perouse does not currently appear to be supported by NSW Government, I would want to see Randwick doing what it can do encourage better transit connectivity into these locations. Use of the median for cycle and walking paths is ideal - I do not expect the suggested uses here would prevent</p>

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
	future conversion for transit should the opportunity arise in future but council should consider the implications before deciding.
109	Pollution, noise, accessibility, safety. It's probably not a good area for recreation. Maroubra junction might be OK if traffic was slowed
110	Very busy traffic, significant numbers of cars speed
111	The key is to ensure the bike path is safely built the ENTIRE way, with no "funny spots" that force bikers to go onto the road or other unsafe way. Too many bike ways are under-utilised for this reason - a small section of dangerous path ruins the entire journey and makes it only suitable for "professional" riders.
112	<p>Safety at night, feeling unsafe in Maroubra Junction and also , hoons travelling at high speeds at Anzac/ Bunnerong junction In la Perouse - see the stats on how often you replace the median island signage and do something about it. It's unsafe!</p> <p>Give pedestrians and cyclists priority right of way.</p> <p>Abuse from drivers.</p> <p>An Annoyance with light rail Cycle lights are rarely a green light. You have to stop and press the button. Instead, Give pedestrians and cyclists a green light, and let cars and trams set off the sensors to give them a green light and make ours red.</p> <p>Also don't make the curbs so abrasive for cyclists. The ones along Bunnerong rd between Anzac and foreshore rd are terrible. Give cyclists smooth curbs, and maintain the paths for both movement in the cement causing abrasive bumps, leaves and branches left to rot and give you slippery paths and fear of puncture, and low hanging branches taking your head off.</p> <p>Don't have parked cars right night to the path where cars can open their doors and take you out.</p>
113	Gated playspaces for kids
114	No
115	Location being in the middle of two busy roads. lighting and accessibility
116	We all need pedestrian crosswalks to get to the median. We live by the 390X/399 stop at the wetlands between south Maroubra and Malabar and it's death-defying some days to cross over to the bus stop across Anzac. Our kids and we need to cross Anzac at this spot every day to get to school and work. Having pedestrian crosswalks here and elsewhere on Anzac would make it safe, slow down traffic, and make walking in the lovely green medians more accessible.
117	No, as long as trees are kept
118	There should be a reservation for future extension of light rail along Anzac Pde, at least to Maroubra.
119	Safety - the roads are very busy, many sets of traffic lights. Would like to see safety barriers and hedges around kids areas and walk ways. Very dusty and lots of rubbish in this areas.
120	Access and safety. Unless the entire area is fenced off away from pedestrian crossings, my experience is that people of all ages will attempt to cross Anzac Parade while traffic seems to be increasing since the restructure of public transport.
121	Not if Anzac parade is redesigned to make sure people are the priority and not cars
122	None
123	Car parking and trailer parking. Also need to make it a clearway all the way. What a waste of road that people park on it. Traffic is now too heavy. Same applies to bunnerong. Stop car parking. Congratulations to the the council. A fantastic initiative.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
	Maybe enforce cyclists off the road and onto this during peak hours. Maybe create a commuting lane and a recreational lane.
124	Keep the central space as green space there isn't enough green space in the council
125	Currently used by many for parking so this cannot be taken away without a decent alternative. The central space also had a road which is critical for cars to get on or off Anzac parade and anything done must not interfere with vehicular access. If anything is created there needs to be adequate parking for people who cannot easily walk or cycle to get there, plenty of lighting and good visibility to and from the road for security
126	no change required
127	An increase in organised packs of bike riders. At the moment they ignore road rules, block all lanes of traffic, They don't use the bike lanes that they already have. In the mornings they hold up the buses by using all lanes , they yell to each other making an enormous amount of noise.
128	No
129	it's full of cars and not really much to do there
130	Separation between walkers and cyclist would be nice. The Bay Run in Drummoyne is a good example of separating the two which encourages both groups to walk simultaneously. A shared cycle, walk path can be dangerous.
131	Safe connecting bike paths to and from other locations in Randwick.
132	No, only barrier is that the space currently used for parking.
133	None
134	Would the clash with the light rail at any point?
135	Cars travelling too fast and
136	n/a
137	There should be physical barriers from traffic to deter and prevent drivers from entering the central space. Ideally there should be seperate walking and cycling paths to prevent conflict, if space permits.
138	As long as the sections are properly fenced and near crossings or lights so people can gain easy access
139	it's a terrible idea
140	I'm guessing issues with cars that like to park on the median space, but tbh that looks really gross and is a waste of space.
141	I think it would be great to use the Anzac Parade median for cycling/walking. I would feel much better particularly about the safely of young children walking along that busy road.
142	Too noisy and too polluted ...unbearably unpleasant
143	Next to busy road.
144	Noise levels. I live on Anzac Parade and I'm concerned about noise levels if that space becomes a playground etc I am very concerned if the bike lane means I can't park outside my house as I live on Anzac parade. I hope the bike lane is where the grass strip is in the middle of Anzac parade
145	No I see no barriers.
146	The main barrier to using this space for recreation would be the presence of too many parked cars and boat trailers in some sections of ANZAC Parade. This makes the space cluttered and means that it is not as green as it could be because of all the bitumen in the car parking spaces. Also, if a cycleway were to be installed in the central space, there would have to be a way for cyclists to safely and efficiently cross over the sections

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
	of this space that are bisected by cross streets, e.g. Moverly Rd. Perhaps a series of ramps?
147	Majority of it is used for parking and this council plans on allowing more unit blocks to be built nearby. We need more parking not less. If you remove this parking or increase the number of units then this suburb will be uninhabitable and the roads unusable. Years ago I conducted a study of the traffic flow (conducted at UNSW while studying my degree) on the traffic to and from this area and it is already quite poor, please stop making it worse.
148	More pedestrian/bike crossings would be needed to safely access the median strip.
149	<p>What do you intend to do through the existing car parks? I really don't understand this plan. Will the track then go on the road and make the traffic worse?</p> <p>Because the public transport is NOW WORSE there are more cars on the road. Every parent seems to drive their children to school. Why don't you focus a program on NOT DRIVING YOUR HIGH SCHOOL KIDS TO SCHOOL AND LET THEM CATCH PUBLIC TRANSPORT. Anzac pde is a car park. The median strip should be used for car parking so that 2 lanes of Anzac pde can be used for vehicles at all times.</p> <p>The bike riders who ride in groups and talk really loud will not even use this cycle way. Don't you even understand the psychi of cyclists? They are arrogant and whenever someone puts in a cycle way they still use the road. This is really an outrageous plan. Why don't you make it a specific bus lane if the light rail is not extended. This in fact will guarantee that the light rail is never extended. I really don't know where this idea has come from. To be honest the more I think about it the more ridiculous it is.</p> <p>The median strip should be used for car parking. Every time the council tries to add green space then we lose car parking spots. Look at La Perouse as an example. People used to be able to park near the old snake pit and we cannot. No one uses that green space. It was such a loss of parking.</p>
150	Too noisy and busy for anything worthwhile. Better kept as a road and nature corridor.
151	It wouldn't be very safe for people to play sports on the median strip and would attract more disruption to the neighbourhood
152	no
153	No
154	Safety crossing the road. A large volume of cars pretty much all day. Some not keeping to the speed limit
155	No
156	The main barrier is the access to Anzac Parade median because of the width of the road and speed of traffic. It could be reduced by building dedicated bike path on the existing roads.
157	Aggressive car drivers.
158	Too much traffic and congestion. Not safe in terms of lighting. No easy access for active travel
159	See above, noise and pollution. Plus may impact opportunity for light rail extension if that were on the cards.
160	Access and safety is a big one - it can also be quite noisy in that middle section due to the traffic on either side.
161	<p>It would look great but I don't think it is a safe place for recreational facilities. Crossing a busy road to get there is not a great idea and I would be terrified that a child may break away from an adult onto the road. Once this space is taken up we will never get better transport options in this area. Much of this centre strip is very sloping as well.</p> <p>So many dual occupancy housing along the corridor- double the cars and nowhere for them to park = one lane for drivers. Put parking either side of the centre or utilise median strips like those in Austral street for parking, free up Anzac Pde and let people</p>

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
	get to work- or restrict parking on the road in peak hours. Charge people to park boats trailers and caravans on public roads, these are taking up valuable parking spaces in car parks and make the area look trashy and uncared for.
162	No, not if pedestrian lights are included at reasonable locations.
163	Future tram line extension to la perouse
164	none
165	No.
166	The need to maintain non-built, porous green space
167	The only concern is the need to be protected from the noise and gaz from the road.
168	Loss of important green space.
169	Shade
170	Traffic on Anzac Parade between Little Bay and Maroubra Junction has increased significantly in the last 5 - 7 years. I live within 5 minutes walk to Anzac Parade since 1996. My workplace located on Anzac Parade. The roads should be made wider not narrower. Consider No Parking / No Stopping Zones between certain hours to allow smoother and safer traffic flow including for bikes. Median space in Maroubra Junction in uninviting space. It feels unsafe, attracting anti-social behaviour. Improve lighting, landscaping, install benches and seats for people to enjoy outdoors and take away meals. Median space is not used effectively. it can accommodate extra parking spaces, bicycle lines, pedestrian walkways, coffee carts, and many more. Use of different colours and paintings will make it more attractive and inviting.
171	No, but it should be easily accessible and safe without creating traffic congestion
172	No
173	No significant barriers that I can think of
174	Lack of parking- people don't want to have to cross the busy road.
175	As long as there is pedestrian crossings it should be ok
176	Vehicle hazards Safety for children around roadway Access to centre Lighting
177	That would just be an enthusiastic improving of the whole suburb
178	Too much traffic and noise to be a relaxing environment.
179	Please do not reduce anzac pde to one lane, slow the speed limit or add bike/walk paths. It is essential for commuting to the city/eastern suburbs for work. Commuting by car is my only option as a doctor working at varied sites. Keep Anzac pde efficient for cars please
180	Please do not reduce the number of lanes for car traffic. I already drive straight into a traffic jam most days. Be fair to those that cannot ride a bike or walk long distances.
181	I'm very concerned about the reductions in Anzac Parade speed limits. Commute times are becoming longer and longer. Anything that inhibits the use of Anzac Parade as an essential transport corridor will be a disaster for many residents.
182	Would need to have some solar sensor lighting to help people use it towards dusk and dawn hours while not creating light pollution for the residents who live there.
183	Yes, creation of play grounds, basketball courts etc means more people, more traffic, more parking needed, more noise and more rubbish along Anzac parade. Rewild Anzac Parade.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
184	The area is already too developed, it doesn't feel like a place that we would use for recreation but to commute, to go shopping etc.
185	No Shade from sun or rain, too much pollution if there's too many cars/trucks
186	Volume, speed, and noise level of car traffic
187	Maybe vandalism, and possibly safety issues if the area is too quiet and/or not well lighted
188	More pedestrian crossings needed
189	There is currently little reason to use it. It sits between four lanes of noisy traffic, most of the median (in the most prime location along Anzac Parade) is taken up by car parking, and it is difficult to access from either side of the road – it should be quicker/easier to cross the road.
190	Why not just make the footpath cycle/pedestrian use? They do along Oxford street which is much busier. You have to make it safe so parents will allow kids to ride to school. Get the kids on bikes and reduce the morning traffic.
191	Only crossing from one space to another up or down Anzac Pde. Cross roads may cause crossing issues unless there is a dedicated crossing point for walkers and bikers that gives them right of way.
192	Yes. You can't have cyclists and people/children darting across paths etc. whoever came up with this does not have proper cycling experience. Waste of money if this is the way it's going to be designed. My husband and I have been in disbelief for months regarding this ill thought out project. Why on earth a plan to extend the light rail and combine it with a dedicated cycling path wasn't considered seems bizarre. For me, I would either cycle to my office in Surry Hills or catch the light rail. It would be brilliant. But instead I have to walk 3k to Randwick to get light rail or catch buses.
193	The loss of casual parking will have a negative impact on businesses along Anzac Parade.
194	Please make sure the tree coverage along the corridor is increased as part of the plan. Please do not decrease tree coverage.
195	PLEASE DO NOT TAKE AWAY ROAD LANES FOR THIS. TRAFFIC IS BAD ENOUGH AS IT IS, AND MANY PEOPLE NEED TO USE THEIR CAR DUE TO MOBILITY ISSUES.
196	Could become dodgy at night, it would have to be very well lit to feel safe at night.
197	By doing whatever it is, it'll probably decrease the greens that's in median strip now.
198	Cars should not be able to use the median as an extra lane. It's extremely dangerous. But it does happen.
199	The constant noise and pollution, especially from buses and large trucks.
200	I'd like pedestrian traffic lights on the north side of Anzac Parade and Fitzgerald Ave cross roads as at the moment school children are forced to cross towards the housing commission on the corner where there is a lot of drug abuse and mental health. I'm concerned that the light rail will never come down this far if you create something that doesn't leave enough space to accommodate this too. Overall I like the idea but have concerns about parking and safety
201	This would cut down even more on parking possibilities along Anzac Parade, where parking restrictions are already in place at certain times of the day.
202	Requires footbridge for easy access
203	No. It is pretty much a wasted space. If you made it more useable / appealing to use, plenty would use it.
204	No
205	'- If the cycle path is narrow and continuously broken by intersections and lights, making less convenient than riding on the road it's Lille that recreational cycles will choose to ride on the road

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
	- Most people commute all the way to the city. LaPerouse to Malabar is relatively save, but from Malabar to Centennial park it gets progressively more dangerous. A cycle path from Malabar to Kingsford would be helpful especially if it can be safely connected with Houston Rd. The Kingsford roundabout is the main reason why I avoid commuting City to Malabar via Anzac (I go through Randwick).
206	Parking issues
207	Safety, pollution, access are among only some of the ideas that come to mind at present.
208	High car traffic
209	The traffic is dense on Anzac parade, making it difficult to cross the road.
210	Would these be used when you have a major road on either side?
211	See my comments re possible extension of Light Rail beyond Kingsford
212	Ease of access - pedestrians must be able to easily access the central space, in a way that keeps them safe. Around the Maroubra Junction shops, pedestrians are already endangering themselves and others by crossing between sets of lights, stepping out from between cars, and being impatient. Increasing usage of the central space must come with additional crossings, or other options such as underpasses or footbridges.
213	What happens if the light rail is extended in years to come?
214	No, but I'd prefer a light rail
215	It would interfere with cyclist and pedestrians trying to use the paths
216	I think any recreation areas would probably need to be fenced off to avoid accidentally encroaching onto the road.
217	Yes. People do not use it. Better leave it for cars
218	It would be great to be able to cycle there along the bike path to access any new recreation area
219	Too far to cross, not enough crossings, remove the traffic lanes
220	I dont know the area well enough to make suggestions
221	I am more interested in bike path and easy access to city or tram. If the central place is used for recreation, it would be a good idea to think about the traffic and easy access for bike. At the moment, i am riding extended distance to avoid traffic meaning that I often prefer to drive rather than cycling unfortunately. I don't want my kids to ride on anzac parade neither, too dangerous.
222	Need to maintain/increase parking to get cars off Anzac and to cater for those who drive to these places. My kids will often drive to a court in other regions and play.
223	DO NOT CHOP DOWN ANY TREES IN THIS CORRIDOR
224	The median area may be required in the future for tramlines. However I see the benefit of separating bicycle lanes from the road so that children can safely ride & develop this healthy habit early. Making room for separate bicycle tracks perhaps beside the footpath would be excellent if room could be created.
225	Yes. We need this space for transport (tram line) and parking.
226	Trees shouldn't be removed but otherwise I think it's fine.
227	Not enough trees for shade.
228	No but must include parking all along.
229	Current lack of lighting or dedicated spaces
230	No, the space now is entirely wasted. Will need good access, so crossing the road to the new areas is safe and easy.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
231	<p>See Answer to 9. There is no fun being stuck in the middle of traffic and if with small children, having to ensure they stay within the median strip. Wait for the near misses and accidents.</p> <p>Also in relation to Question 14 below, please note that Male and Female are the terms describing biological sex, not gender, for which the terms are Man, Woman, Boy Girl etc. I have a 'female' cat, a mammal like you and I, and she does not [thankfully] have a 'gender'.</p>
232	The centre road parking in maroubra Junction may make the continuity of the path problematic as it always very busy
233	Get our community on board: this is an under-utilised space
234	<p>Yes - it takes away the possibility for the extension of light rail in the future. This is not very strategic. State Govt could easily change.</p> <p>You will also be limiting car parking to support the small businesses.</p>
235	Safety for children to not run on the road. It also can be difficult and slow to get across the road as a pedestrian. We should fix the traffic lights so pedestrians have more time to get across the road.
236	It is good to have the parking there and wouldn't really want to lose it but maybe it can be broken up a bit with more human friendly space.
237	More secure cycle storage at Kingsford
238	Anzac Parade is a big road, even between La Perouse and Kingsford. I'm not convinced it's a great place for recreational walking/cycling. However, I think this initiative would provide a great active option for commuters.
239	Need more lighting. Water stations. Needs to be well maintained. Still require some car parking areas (no parking meters)
240	The main barrier I see is getting past the busy traffic to get to the median. Today there are very few access points, and the few lights there are have long waits, so when I do use the median I usually run across traffic to get there.
241	No barriers
242	No, it would have been better if they had extended the light rail all the way down to la Perouse. But I don't see that happening any time soon. But I still think that you should keep that in mind when building any paths, build it so that they both could co-exist in the future. I know that would be hard for a government to be forward thinking.
243	Safety - too much pollution, and difficult for people to access without more pedestrian crossings.
244	Light rail
245	No
246	No
247	I would not like any activities that might involve objects (basketballs, tennis balls, frisbees etc) coming onto the road and kids chasing after them! It is a major artery.
248	No
249	Yes. It is busy. Traffic is bad. There is no way I would take my kids and dog there when I can take them to 1 of the 4 parks within 10 min walk of our home.
250	Please extend the light rail south!
251	No
252	Safety
253	need separated zones so it is safe to both walk and cycle

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
254	Definitely safety for children. I would not want my children crossing Anzac Parade to get to a play area. I would always have to go with them but I would still feel having a play area inside two busy roads is not a safe option. The thought of people going to a skating park then being tempted to skate across Anzac Parade, or even worse, along Anzac Parade is also a concern. It just isn't a sensible option. Would you be considering having a parking area beside it, so you could drive your children there? But then, that could be a hazard too.
255	Access to car parks in central median of Anzac can be difficult to cross, not always the safest to use
256	Theres no need for it.... its not a convenient place to relax either sp why not make it functional and make anzac pde free from parked cars . An example of this is maroubra junction ...the horrible green space is used by drunks , drug users and other people displaying inappropriate behaviours yet theres no where to park !
257	Any dedicated walking or cycling track will need to extend from South's Juniors to La Perouse and not stop at Fitzgerald Avenue. Stopping at Fitzgerald avenue will cause an increased number of cyclists to take the road all the way to La Perouse and this is already congested as it is too narrow to accommodate buses, cars, and packs of cyclists as it is only 2 lanes with one lane for parked vehicles.
258	Vehicle pollution and noise, which will slowly abate as transition to electric vehicles. There is so much evidence around the health impacts of PM10, PM2.5, NOx, SOx, CO etc that it's pretty obvious that exposure to vehicle pollution at ANZAC Parade exercise stations/play grounds would be a bad idea, at least initially. Suggest Council gets advice on potential impacts of vehicle pollution for people exercising in traffic. Can't speak for the vehicle noise impacts but that's something for Council to also get advice on.
259	Only if a negative crowd abused it for drinking alcohol or other unsocial behaviour, like what happens at Maroubra Junction.
260	See 9 above. In addition infrastructure would need to prevent balls, other implements or people from running onto the roadway or cycleway. Any shared paths must be wide enough to allow pedestrians to pass each other while cyclists also passed. Preferable that pedestrians and cyclists be segregated on any path by suitable kerbing to dissuade rogue cyclists
261	Just need to plan it well - the median is 30m at the Malabar end. You could put in a full sized fenced basketball court, have 2m wide cycle paths on each side, and still have more than 1m clearance to the roadway on each side. Make sure what you add is accessible by lights or pedestrian crossing and it will be fine.
262	All the listed suggestions would need to be safety protected. Sounds like it was a brainstorming session gone mad. How can you even take yourselves seriously. Look at the consequences and safety implications.
263	Fix Anzac Pde! Road is in disrepair and side roads are mudroads! Single line from South juniors to maroubra and then again to La perouse. Take a drive or use google map! After tram built traffic lights at where roundabout was (Rainbow st/anzac pde/bunnerog/Gardeners are impassable everyone ques across intersections! FIX EXISTING PROBLEMS!
264	having traffic lights / zebra crossings situated for easy access
265	it's narrow and it wouldn't be fair to impede walkers. Need to barricade off the area if its to be used by kids or for ball games
266	I think it needs to be established very early on that the spaces are family friendly and not somewhere for anti-social behaviour. Having a lot of activity such as cafes and lots of people around areas prone to this type of behaviour would assist with keeping the area safe.
267	Yes. safety

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
268	One of the main problems is the high number of boats, caravans, trailers, cars and trucks being parked on the median area and the resulting problem of where they will all be parked if they can no longer park there. With our growing population parking is becoming a real issue for residents. Could the Council please consider a limit to the number of vehicles, boats, trailers, caravans, trucks etc. that each household can have parked on our streets? Visitors often park their boats, trailers etc. reducing parking for residents and visitors to our area.
269	Adequate parking to access the space if you wanted to drive to the area.
270	yes, too many crossings and cars, creating more connections like Albert 'Tibby' Cotter Pedestrian Bridge would be a game changer.
271	Safety crossing the road. Parking nearby.
272	See above. Anything built there will be an enormous waste of money.
273	There is no dedicated bike path maybe a dirt track also there are gates in the centre at certain intersections. Some intersections are very busy to cross in the centre.
274	The only barriers I see would be the antipathy of vehicle drivers to bicycle and pedestrian crossings at the various intersections on Anzac Parade and cross streets
275	Now the Barriers are not enough seating, shades and safety (sometimes I've seen people drinking alcohol in the middle of the day)
276	It's the middle of a busy thoroughfare. Leave it as green space.
277	Safety. Many car accidents near Maroubra Junction. 60km is probably too fast for other areas of Anzac parade.
278	YES We are desperate for MORE parking not less. Developing the central space will remove more parking spots when we need more added not taken away.
279	Is there plans for the light rail to be extended to La Perouse? A cycle lane on Anzac Pde should be designed so that it can be kept if the light rail were to be extended.
280	I am not sure considering the area being along a busy road and pollution from cars would be a useful place for sport activities. Also I am very concerned to create more gathering areas for people to loiter around and make it unsafe and uncomfortable as it has been opposite Pacific Square.
281	I work my dogs into any recreational walking. It is a good idea to make those spaces more community focussed.
282	The traffic running along Anzac parade is fast and makes an unpleasant experience. By implementing proper traffic calming by narrowing lanes it would both be and feel safer.
283	Apart from cycling and walking, I would hesitate to locate substantial recreation spaces in the centre of the road. The design of crossovers (where streets bisect Anzac Parade) have the potential to create an awkward conflict point with any central shared path. Please look at St Georges Road in Victoria as they have some interesting designs to manage cars crossing over shared / cycling paths (in addition to trams). Local residents fearing a loss of car parking (and parking for trailers) and potential loss of vegetation would be another.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
284	Yes - Maroubra is a great food shopping precinct but that will die for a new hangout for all the undesirables - you will kill Maroubra and shoppers will just go to Eastgardens. I am 7th generation eastern suburbs, grew up in Coogee and Randwick and Maroubra has always been a great place to shop - it had grace bros etc and it will be an outdoor paradise for the wrong people. I have lived in Maroubra junction central for the past 10 years and know who hangs around the centre of the junction day and night. I hope you have lots of money to waste on this because you will need a considerable sustainable budget for repairs and security for this disaster. I have voiced my concerns on social media for the record - as everyone knows you fain public consultation but will go ahead anyway! At least there is a record on social media that we told you so to whoever is behind this.
285	No, barriers, it would be good to see the space put to good use.
286	Busy traffic on either side of the strip.
287	An extension of the light rail along the central space on Anzac Parade would be a far better use of the space. I don't imagine anyone would want to use the space between a busy and noisy road. It would require a lot of beautification before anyone would use it.
288	Please don't tear up the remaining green space in the middle of Anzac Pde. The trees and grass that remains now after the destruction further down for the light rail gives such a wonderful character to the area. It is a real ease on the eye when leaving the built up sections of Kingsford and Maroubra. Please, please, please keep and preserve it.
289	Please ensure trees and bushes are retained. The median is an important corridor/home for birds and lizards.
290	No currently absolute waste of space and causing heavy traffic congestion all the way to moore park
291	It's a busy street with lots of traffic, I would be concerned about safety. I would rather have more space for transit or extend the light rail further south.
292	Yes, see above comments.
293	Don't reduce parking.
294	the area needs to be protected by safety barriers as the amount vehicle traffic is significant and dangerous in my view
295	There needs to be a good connection to other cycling routes. The cycling routes also can't be too steep, otherwise I will find alternative routes on side streets
296	Really difficult to cross the road because of traffic. Serious safety issues if children are not constantly supervised. There have to be fencing but it detracts from the look and feel of the outdoors recreation space. Speed around pacific square must be reduced to 40kmh. People should be able to cross the roads and use the shops along Anzac parade around pacific square better, because they do cross the road.
297	Safe access and worry regarding kids running onto the road.
298	Before making any further road changes, please take into consideration families who need to travel by car to transport their children to/from school and extracurricular activities. There are thousands of families in the Eastern Suburbs and the current cycleways (eg Houston Rd in Kingsford) are horrendous and it is only a matter of time before there is a serious accident due to poor planning by Randwick council. The narrowing of intersections all over the Randwick LGA is an extremely unsafe practice as no car can turn onto an adjacent street without crossing onto the other side of the road, with the potential of head on collisions high.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
299	Needs to be gentrified using top landscape design and cutting edge European recreation trends. Also outdoor sculpture from reputable high- end artists.
300	The cars might make it unsafe to access, use and leave
301	safety between the two lanes of traffic, and ease to get into the middle space
302	None
303	<p>Safety. Cars do not stop, access to the middle is risky for elderly.</p> <p>The cars do not stop at pedestrian crossing.. I don't think children and ball games should be encouraged in the middle of a 4 lane highway.</p> <p>Exercising in the traffic fumes is not recommended</p> <p>Trailer, caravan and boat parking has become an issue with the area looking like a parking lot.</p> <p>Dogs abound in Little Bay as does their poo, irresponsible owners.</p>
304	Regular access points should be made available to make it safe to cross back to the side footpaths. Barriers should be installed to avoid people crossing where it's unsafe.
305	Noise and pollution lowers amenity for recreation and relaxation.
306	<p>Please maintain a corridor for future light rail extension from Randwick to La Perouse!</p> <p>Please note that many recreational road cyclists travel legally at high speed along Anzac parade and it's a classic Sydney cycling route.</p> <p>These cyclists often travel too fast and in groups that are not suitable for narrow bike paths. In my experience the creation of dedicated bike lanes creates an expectation from motorists that cyclists use the bike path, even when it is not safe or prudent for fast cyclists to do so. This can create the perverse outcome of reducing the safety for on-road cyclists because motorists become less tolerant of riders on the road.</p> <p>Please take the needs of fast recreational cyclists into account in your plans</p>
307	The shops along Anzac Parade are very run down on the exterior. Could someone at council give the whole footpath and shop fronts a clean with a pressure washer. The utilities have been poorly maintained the Telstra, Gas and Water access covers are broken and a trip hazard. The trees are badly damaged from Cars. The paved surfaces have loose pavers. There is graffiti and dumped rubbish. When it rains many of the downpipes are blocked so the water drips onto the footpaths the awnings are poorly maintained and look like they might fall on you. In the residential section of Anzac parade many of the vegetation is overgrown and you worry about walking into a spiders web at night. Perhaps someone from council could go to Melbourne and have a look at how they have nice cafes and places to sit.
308	I want the Anzac Parade median strip to be reserved as a corridor for extension of the light rail from Kingsford to La Perouse. Please do not compromise a major thoroughfare for non essentials such as basketball court or skate parks. Rather, understand how important Anzac Parade is to locals, who use it to go to work, school, shops, medical centres etc and improve on already congested roads instead. Bus services have already been taken away, and a lightrail corridor is a far more important discussion to the locals for the future growth of the south eastern suburbs of the Randwick Local Government area.
309	This space should be reserved for a future rail corridor and be left as a green space in the interim.
310	yeah, would need zebra crossings or signalised crossings
311	Yes. The centre of Anzac Parade between the existing northbound and southbound traffic lanes should not be used for recreational purposes for safety reasons and because it constitutes part of the road reserve which should be preserved for future traffic and transport uses - such as an extension of the light rail from Kingsford.

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
312	Yes, it is a bust road. It is not appropriate for kids to be encouraged to play in the middle of a busy road. As a main thoroughfare it should not have more traffic lights or pedestrian crossings.
313	Safety and importantly amenity. The noise and distraction of cars speeding nearby would not be a pleasant experience.
314	Nine Ways traffic is horrible. Traffic often queues across the pedestrian crossing at Gardeners Road on the west side of Anzac Parade. And it seems there are far too many roads to cross to get to anywhere. Other places, teh traffic lights take too long to change to green man for pedestrians to wait for.
315	Construction of the Light Railway extension to La Perouse, which should be built.
316	Parking
317	I don't consider the middle section safe with cars going past and balls rolling onto the road and children running after them.
318	Safety is a concern, but I'm sure you would address this
319	do not allow parking, the area has demand for much more than parking. Its an amazing opportunity to make the public space meaningful. Currently its growing weeds and its too dark at night.
320	As previously mentioned, Anzac/Murray is a bit dangerous to me.
321	Use for transport not bikes
322	Traffic noise and fumes make it unpleasant and unhealthy from Kingsford to Beauchamp Road and somewhat to Malabar; more shade is needed in certain sections of the route: see my analysis for route X.docx on your computer system.
323	Potential future extension of light rail?
324	Yes, access, parking, additional traffic, therefore safety. Our community is growing with additional housing/people so the area should be considered for transport modes. Also if it is made for cycling, it needs to flow easily, safely and with limited stops and starts (similar to the road traffic) otherwise confident road cyclists will not use it
325	its not that nice to hang out in the middle of two roads - but would be brilliant for a bike path
326	yes, parks instead of trailer and boat storage
327	<ul style="list-style-type: none"> • Traffic calming - it is a very busy road. • We need bike paths to be linked to improve their usefulness. Can you please upgrade the bike lanes painted on Fitzgerald Ave to a full separated bike path? It is an extremely wide road with a huge side pedestrian green which could accomodate a separated bike path. This would provide an excellent connection between beach and Heffron Park sports areas + high schools in precinct (South Sydney High & Chippingnat) • Please do not allow the Yarra Bay Cruise liner port to be built. The additional thousands of people travelling up and down Anzac Parade would add enormous amounts of additional traffic for no additional gain for the community.
328	Nothing that can't be resolved with careful urban design and traffic management, including lowering speed limits.
329	lack of parking space
330	No - I live near Maroubra junction and work at UNSW, so walking or cycling along there with my children at MJPS and the UNSW childcare would mean less time in traffic and more exercise.
331	Might take up valuable parking space for locals that do not have dedicated parking facilities

	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
332	Nope,the area is not being used to its full potential
333	Need good walking and cycling access to it.
334	If you can work out a way to not lose any driving lanes or parking along the route it can only be a plus for users. The unused areas are not being utilized so might as well make it more user friendly.
335	Yes - it's in the middle of a multi lane road. No human wants to be surrounded by fast moving, pollution belching, 1 ton blocks of metal - as a space it will always be compromised whilst it is surrounded by multi lane roads. Access will be massively compromised (it's hard to cross multi lane roads) and as an isolated space, segregated by multi lane roads, it will be dangerous to access and will lose the natural 'policing' of having many people of all types around at all times.
336	I never want to see such an idea become a barrier to extending the L3 trams all the way to La Perouse (that translates to no heavy, permanent structure within the median strip but I don't believe that's what's envisaged anyway
337	Pedestrian and bike to median strip access and vehicle pollution.
338	It's a dead space. What's it supposed to be used for?
339	The traffic lights prioritise cars over other modes of transport, which would make the access impractical. Many cyclists would just cycle in the road anyway if that's the case
340	Unsafe for children and dogs. Not pleasant recreation space in the middle of busy road. Use it for a transport corridor for bikes and trams.
341	if you use the median for recreation it will just need to be torn up when the light rail is extended. May as well do the extension now.
342	No, it would be nicer to have some life there rather car parks.
343	No barriers. The median should be used for useful purposes and not just to as storage for private property (e.g. cars).
344	Heavy traffic on both sides.
345	Safety - there would need to be highly regulated fencing and entry/ exit areas. But absolutely well worth it.
346	noise and pollution from vehicles
347	No
348	Ideally have a continuous bike lane. Having breaks in the bike lane will put off people who are not super confident ride-fast-in-traffic cyclists.
349	Not very appealing with traffic either side for putting in sports facilities to then suck in the fumes
350	The light rail should go all the way to La Perouse! I want better, faster, easier public transport!
351	Pollution (noise and air). Anzac Parade is very loud. Would need strong design to try to reduce this.
352	Recreational areas should not be created that encourages crowding especially in residential zones and after hours. Any built areas will also need to be maintained otherwise neglect creates slum type look.
353	I cross three side roads / transit roads, but it is not unsafe: I can see the incoming traffic and they are not at speed.
354	Not safe for cyclists. Bad and abusive drivers.
355	Safety and access
356	No so long as there is safe access

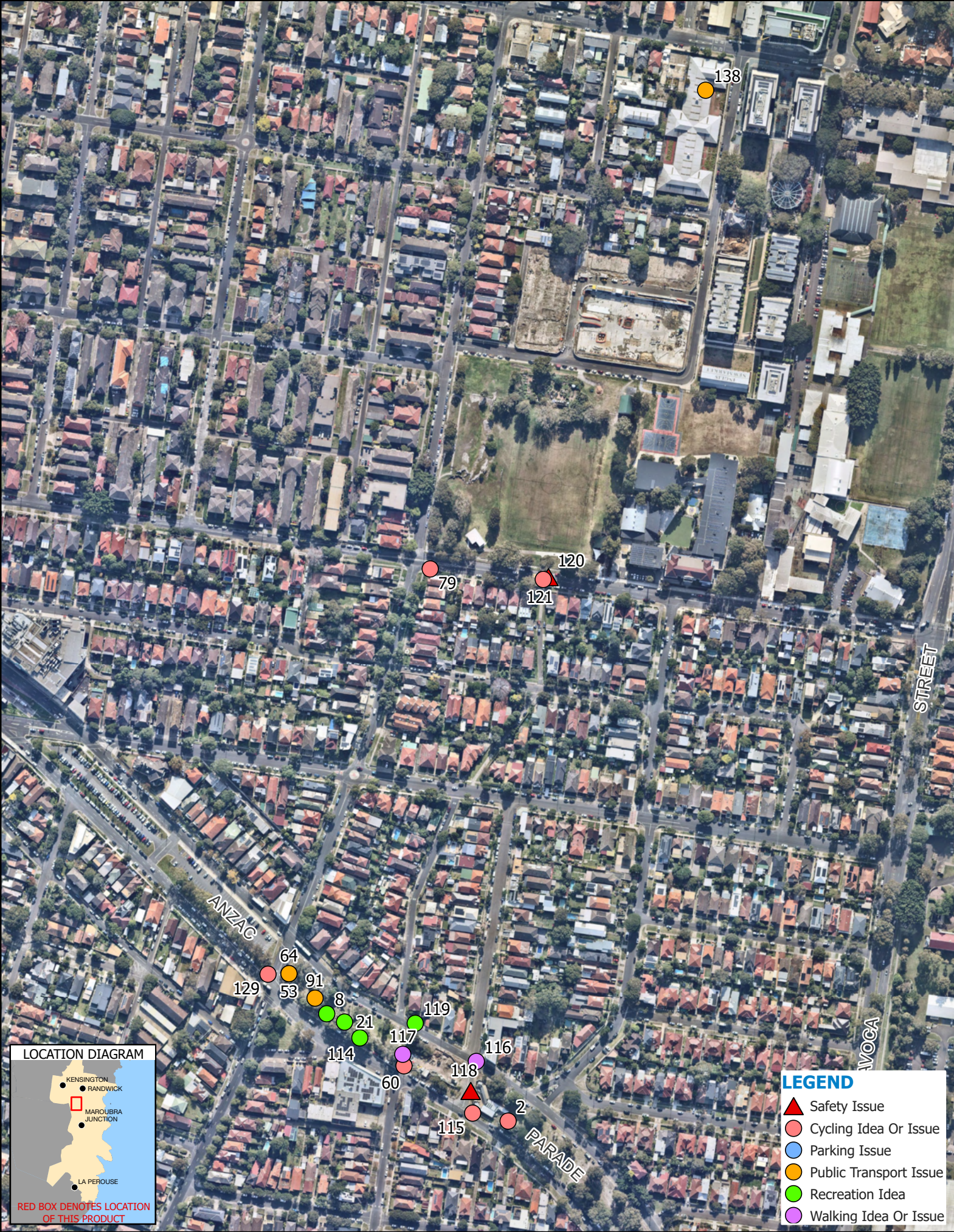
	Are there any barriers you see to using the Anzac Parade median / central space for recreation (e.g. access or safety)?
357	See 9. above.
358	Pollution and air quality for kids, small kids running onto road
359	The traffic is clearly a safety issue for spaces that attract children to play. I object to fencing it off or enclosing the area for this purpose. It will just become yet another urbanised space. Best to use it for purposes where you don't need to fence it off to make it safe eg revegetation for attracting birds and bees, communal composting or worm farming, and separate paths for cyclists and walkers. I do both. I'm not pro or anti just observant of how a growing population becomes very unmanageable when its trying to cycle and walk on the one pathway.
360	no providing it doesn't compromise parking, which should be permitted in sections to minimise the dangerous situation of cars parked along the side of the road which is already too narrow between Maroubra Junction and Little Bay. Off street parking should be a priority for safety. The wide green space in the centre of Anzac can accommodate both parking and safe recreation. It works well in other places.
361	Perhaps more pedestrian crossings are needed and adequate lighting using solar panels to access green space.
362	No see above just having marked zones and solat lighting
363	This should have been use for cyclic and waking for decades already !
364	Crossings (both along Anzac Parade and across it) need to be very bike and pedestrian friendly - current crossings are either unprotected or too widely spaced for the median to be useable.
365	Accessibility by bicycle
366	Cars going to fast and diesel motors making smelling pollution
367	As a woman I don't feel safe walking on my own by groups of men currently loitering in the central space due to antisocial behaviour (unwanted attention, drinking). Can good lighting, low vegetation be used for passive surveillance as well as CCTV? Also work with NSW government Safety After Dark initiative.
368	Need to make sure it doesn't obstruct the walking & cycling paths. Need to make it easy to cross to.

G. Mapping



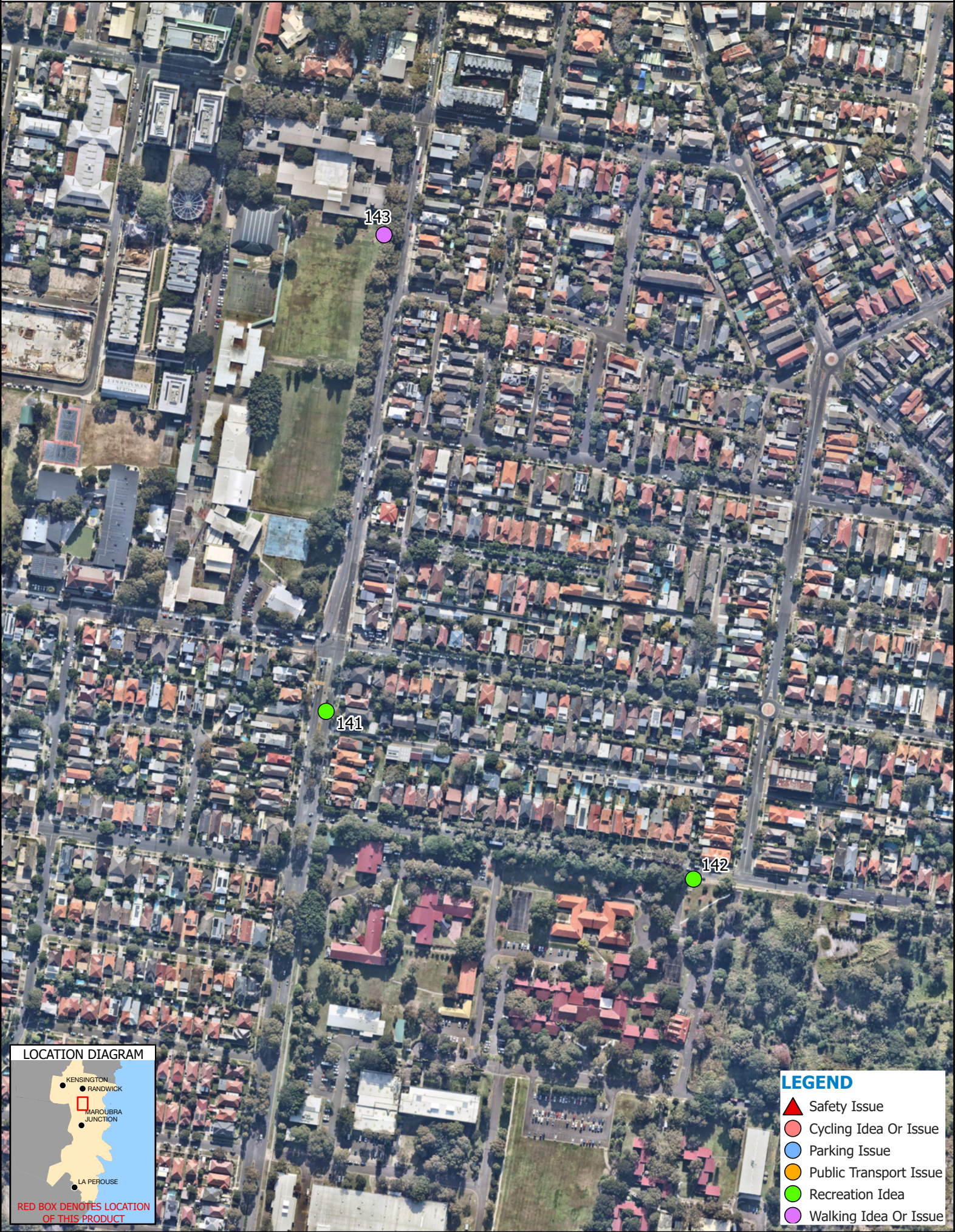
COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
27	Nine Ways intersection is very hazardous when busy, with cars blocking junctions and long queues especially to cross Anzac Parade from Gardeners/Bunnerong heading west to east
30	Extend light rail to Malabar
31	Major traffic congestion. The light rail has increased the traffic delays
32	I want to continue cycling to the CBD. Where do I go now?
33	I'm not going to leave my e-bike to be stolen or vandalised from a storage cage. Need finger print recognition on cages before I would leave my e-bike there.
42	cycling path will be underutilised unless it continues north to UNSW and then the city.
46	Bicycle road from Kingsford to la Pouse
47	Bicycle road from Kingsford to la Pouse
50	Set it up so that people can easily access UNSW via e.g. Forsyth Street. And don't be afraid to get rid of some parking. It's a weird and fairly recent idea that every uni student needs to have a car.
58	Anzac Pde between Kingsford and Maroubra Jct is the most dangerous part of the ride from the city to La Pouse. From Centennial Park you can ride to Kingsford (Houston Rd) through smaller streets with bike lanes, avoiding Anzac. However once you get to Kingsford you cannot easily connect with Anzac and from Kingsford to Maroubra Jct the ride is dangerous, especially if dark in the afternoon. A bike path from Kingsford to Maroubra Swim Jct, better lighting and a smart way to connect Houston Road to Anzac Pde would make a huge difference. Thanks
68	Fix Anzac Pde! Road is in disrepair and side roads are mud roads! Single line from South juniors to maroubra and then again to La Pouse. Take a drive or use google map! After tram built traffic lights at where roundabout was (Rainbow St/Anzac pde/Bunnerong/Gardeners are impassable everyone ques across intersections! FIX EXISTING PROBLEMS!
82	Traffic during peak hours queues across pedestrian crossing making it dangerous to cross Gardeners Road.
83	There's no longer a stop for the 396 or 399 outside IGA or Blooms the Chemist. The walk from the Juniors stop is fraught with difficulties for less mobile citizens trying to get to the Doctor or Chemist
84	The so-called shelter at the light rail stop provides almost no shelter from rain or sun.



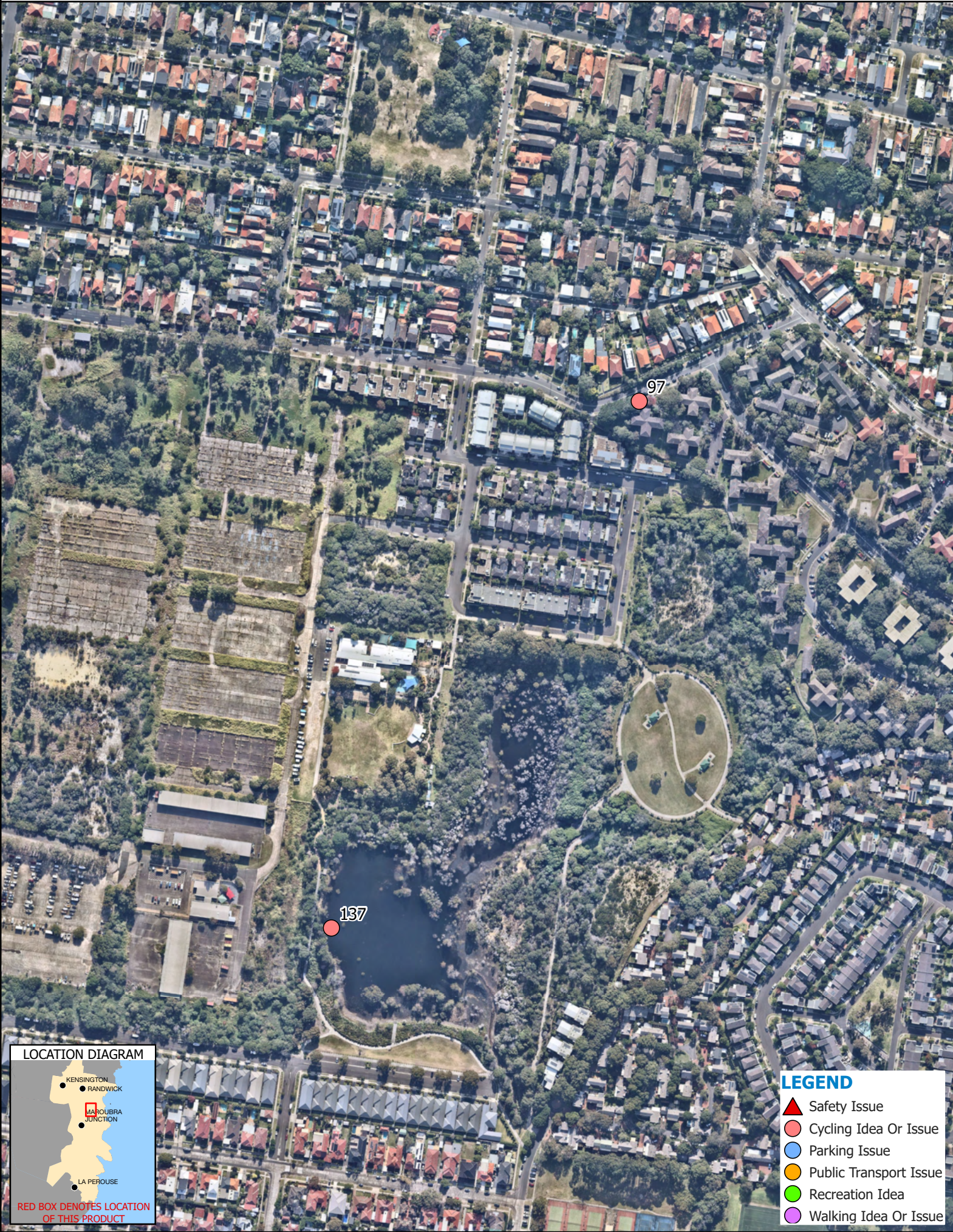
COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
2	Dedicated cycling path with dedicated exit path for safe cycling connection up to the school district
8	places to sit along the dedicated active transport paths that have native flowers, native bee boxes etc for passive recreation
21	Add a fully-fenced off-lead dog area with a tap and bin facilities
53	Extend the light rail further south
60	There's currently a nice & safe cycleway along Byrd Ave - it would be good if the new cycle path could make it easy to turn here to link hospital/university/etc.
64	Extend light rail further south
79	Consider how cyclists would safely connect from Anzac Parade up Botany Street (Hospital and UNSW) to nice wide shared path north of Magill Street - which is currently closed due to hospital construction works :(
91	Please DO NOT extend the Light Rail - it was an expensive disaster for commuters, trees, businesses, parking, amenity. It's too slow, cost \$1m per metre, has made Anzac Pde UGLY, the buses travel in the gutters, jolting passengers every few metres as they go into the drain recesses, pedestrians on the footpaths are exposed to bus noise & fumes, whereas they used to be shielded a bit by parked cars & trees. An extension of Light Rail to M Junction would extend the ugliness & get rid of all the mature trees along Anzac Pde central strip. Make it into a cycle way instead, shaded by trees. If necessary, make space at the Kingsford LR station to park more bicycles for commuters.
114	Good idea for this area between Botany and Broadbent to be a fenced in linear park - could have small scale kids equipment, a dedicated off leash area, or simply just passive open space that is protected.
115	We need a separated cycleway that connects Kingsford (Sturt Street) right down to Maroubra Junction.
116	Kerb blisters on the cnr of Anzac and Bass Street to assist pedestrians across this wider crossing. Alternatively a pedestrian refuge.
117	Some zig zag lines leading up to the crossing here on both the east and west directions to warn drivers of the pedestrian and bike crossing
118	Consider closing off this crossover to Bass Street. It encourages rat running, where there are alternatives for north and south bound traffic along Botany and elsewhere.
119	Some more plantings on the northern side of Anzac along here would be appreciated.
120	Pedestrian path on Byrd Ave joins path in Paine reserve but there is no crossing here. Constant flow of traffic all day here makes it dangerous.
121	Bike path on Byrd Ave has no connection to the bike path in Paine reserve. You have to cross rainbow st, which lacks a crossing here.
129	It is currently unsafe / difficult to access the light rail bike parking safely. Safe cycling paths need to connect to accessing these bike racks to support multimodal transport options. I have endometriosis and sometimes it helps to mix up riding and public transport, this would make it a lot easier to get home on bad days.
138	Would be good for there to be a closer public transport stop to get to Messina! :)



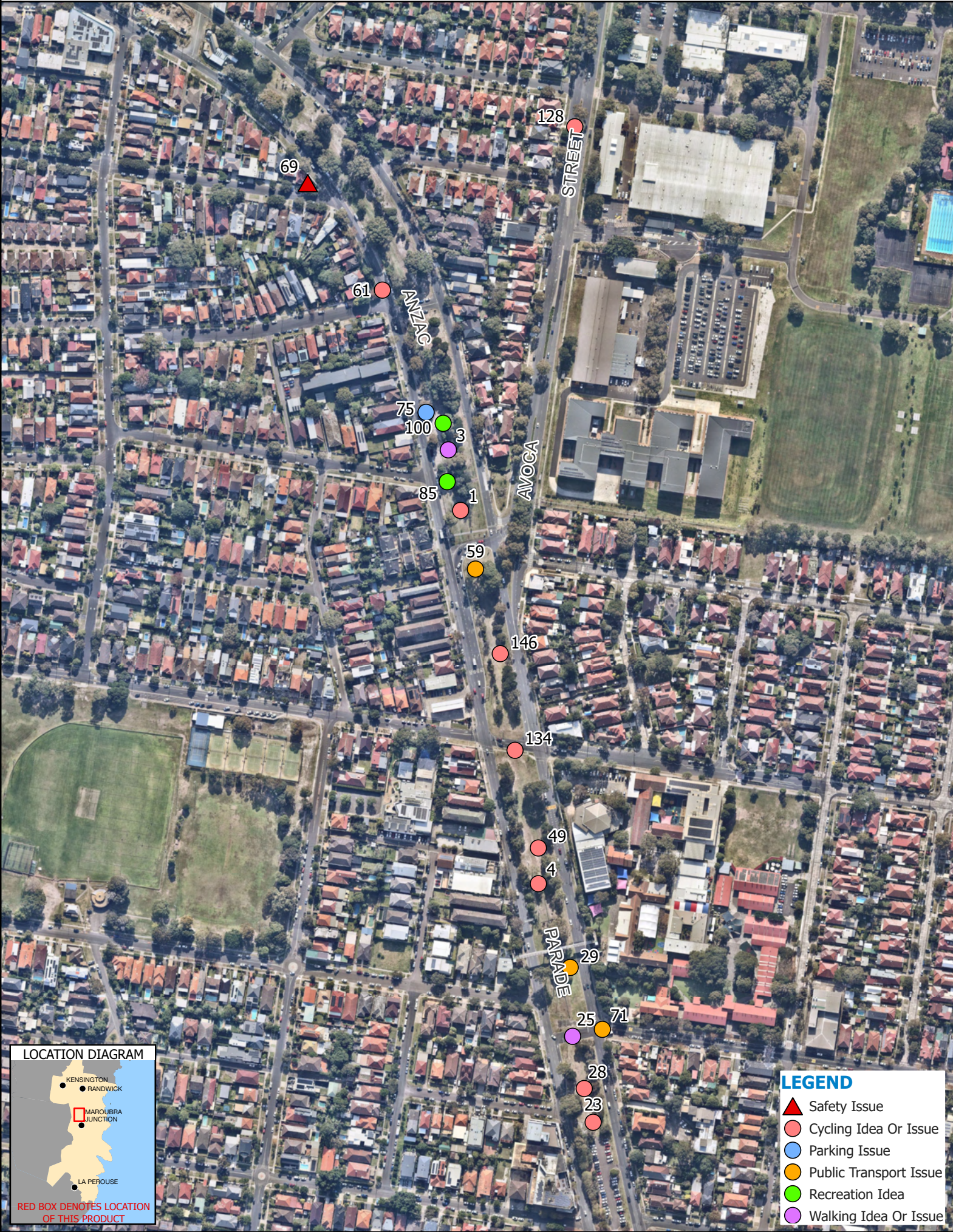
COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
141	Continue planting of trees on the concrete strip (between lanes) closer to the Rainbow St intersection
142	The army side of Bundock St seems like a dead zone, in the middle of a residential area – a very long fence, with under-utilised land. Is there potential for some (even temporary) access, utilisation or rejuvenation?
143	This side of Avoca Street (along both high schools and hospital) makes for a very long un-interrupted straight fenced line. Very unattractive for any pedestrian walk to the tram and shops. (Due to hospital on the west, and lack of parallel roads to the east, this is the only connection between Kingsford and Randwick).



COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
97	Please complete the bike path link between Malabar road and the light rail at Kingsford. Bundock Street was meant to be this link - why has it never been completed?
137	Would be great to have safe and sustainable ways to get to Randwick Environment Park and community centre by walking and cycling!



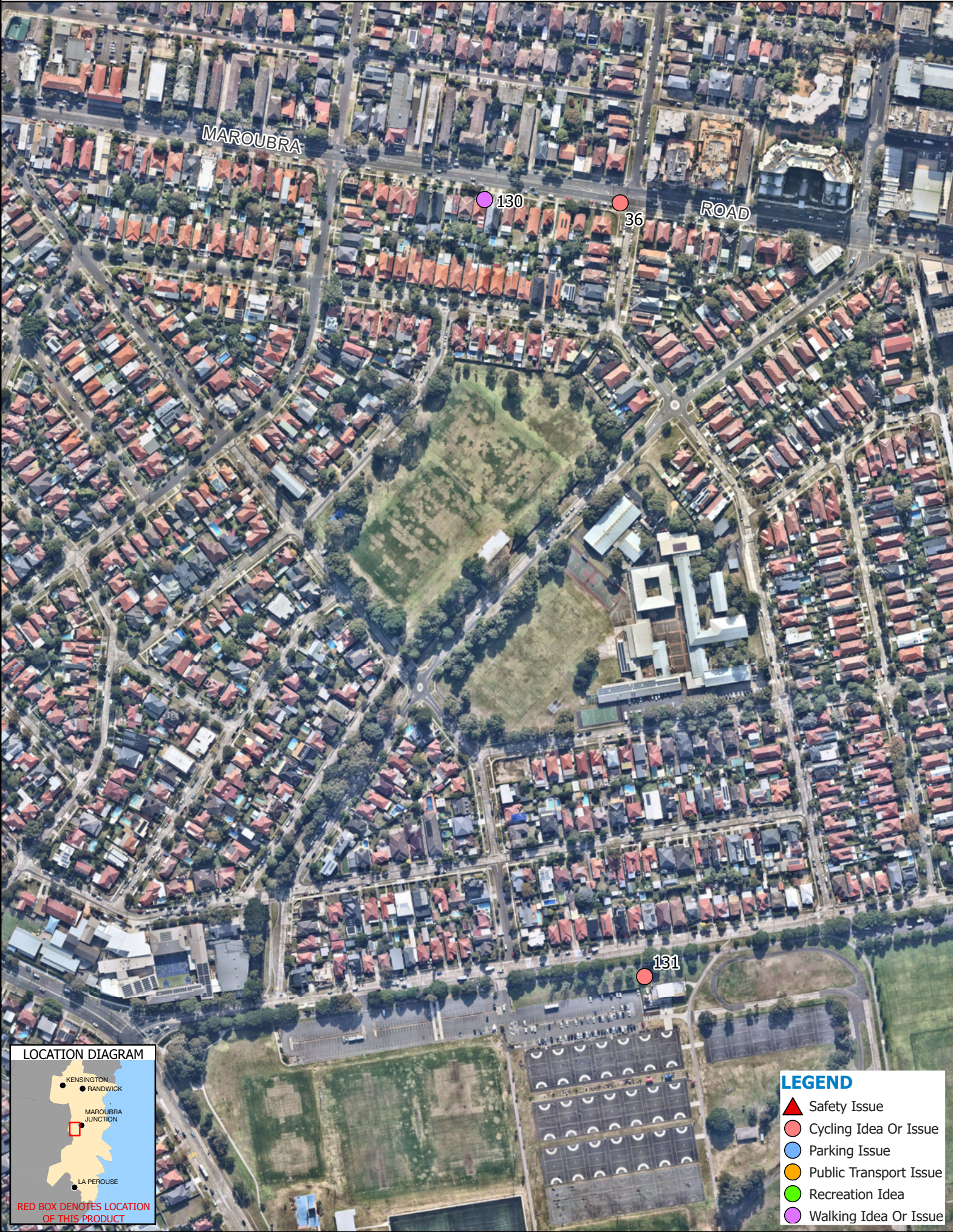
COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
1	dedicated cycling with connected dedicated cycling path connecting up to the schools
3	dedicated walking path with safe crossing connection to RBHS RGHS and other schools
4	dedicated cycling path with dedicated safe cycling connection to the French School and MJPS
23	Add cycle lane in central median strip, with proper separation from traffic.
25	At grade Pedestrian crossing infrastructure at Storey Street
28	A cycle path the length of the Anzac Parade median would be a great use of the space
29	Support future extension of light rail to Maroubra Jct and La Pouse/Little Bay
49	There are two schools with over 1500 kids between them on the adjacent block. Make the bike path section here accommodate easy, safe bicycle and walking access to both schools.
59	Can we extend the light rail?
61	This is a pretty dangerous curve for cycling. There's really no shoulder, so we have to either take a lane (which makes some drivers pretty aggressive) or ride in the gutter and have vehicles overtake very close. I've had a couple of close calls here.
69	Fix Anzac Pde! Road is in disrepair and side roads are mud roads! Single line from South juniors to maroubra and then again to La Pouse. Take a drive or use google map! FIX EXISTING PROBLEMS!
71	Extend tram to la Pouse or at the very least to Maroubra
75	Provide proper sealed parking for motorists to improve safety and access to this area.
85	The nature area here has lost most of its diversity. Please reinstate plants like the Allocasuarina diminuta that used to be here, and extend the area.
100	There is a great amount of shaded space in this section - perfect for a recreation area and potentially even retail possibilities for cafe integrated with it. A cafe here would likely do very well with schools around and especially if there was a park -- modelled on the queens park cafe area
128	Need safe cycling access to hospital precinct. I always arrive for my medical appointments with a terrible heart rate!
134	Need safe cycling access for students of the French School and their homes.
146	I strongly support a cycleway down the full length of Anzac Parade. It would allow me to ride to my friends in Little Bay. At the moment I have to take the bus which takes ages and doesn't give me exercise. I've tried riding via backstreets before, but it's stressful, not an enjoyable experience, and I don't feel comfortable doing it at night or when tired. Please make sure the cycleway down Anzac Parade is separated from both cars and pedestrians, has easy/safe crossings, and is direct and fast (i.e. not tons of barriers or having to stop all the time).



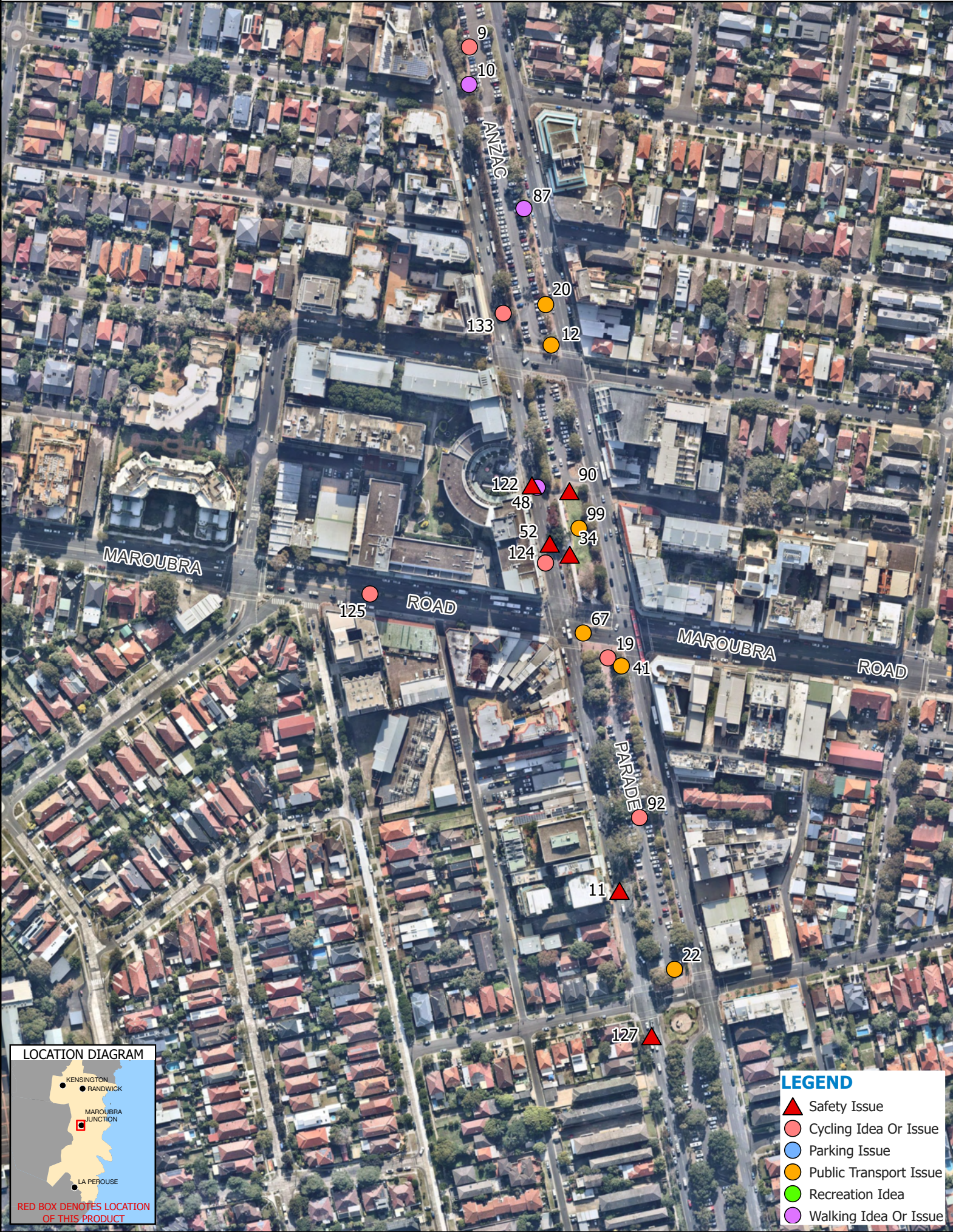
COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
123	Would be great to have a crossing here to enable access to the library from the Western side of Bunnerong Road (from Banks Ave safe cycling route).
132	Would be good to have safe cycling access to Jellicoe Park to encourage nearby users to cycle instead of driving - this area gets heavily congested during sports periods.
148	Connect Anzac Parade to new developments at Eastgardens and Mascot via a separated cycleway on Fitzgerald Avenue / Heffron Park, Bunnerong Road, Wentworth Avenue



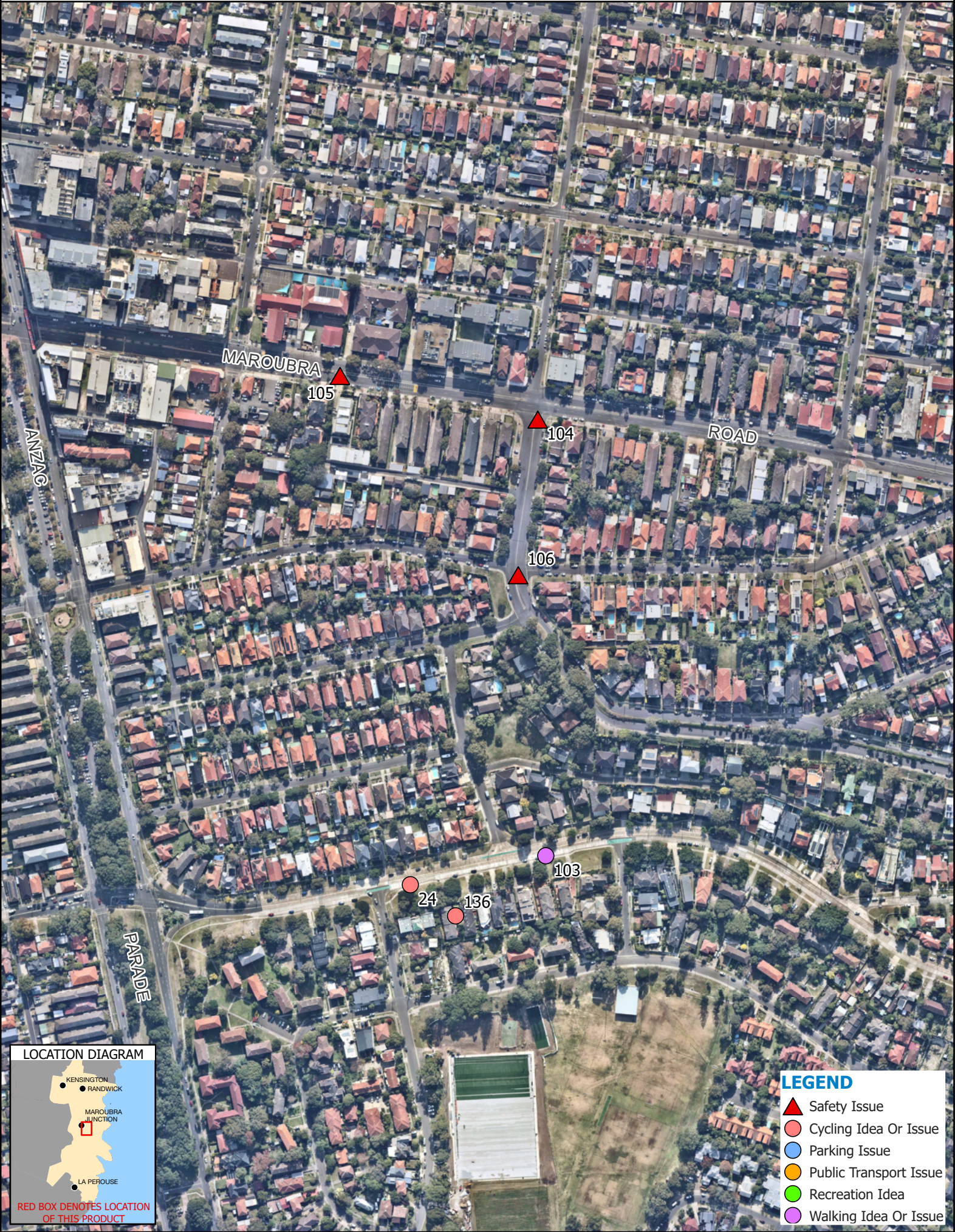
COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
36	This is where I currently cycle along the back streets from Anzac. This junction could be made safer for cyclists to get across 4 lanes of traffic, it's doable and would rather that than cycle anywhere near Anzac.
130	Need a way for people walking and cycling to cross Maroubra Rd at these side streets to access the nearby parklands. Very dangerous / hard to find gaps at the moment.
131	Would be good to have safe cycling access to Heffron Park to encourage nearby users to cycle instead of driving - this area gets heavily congested during sports periods.



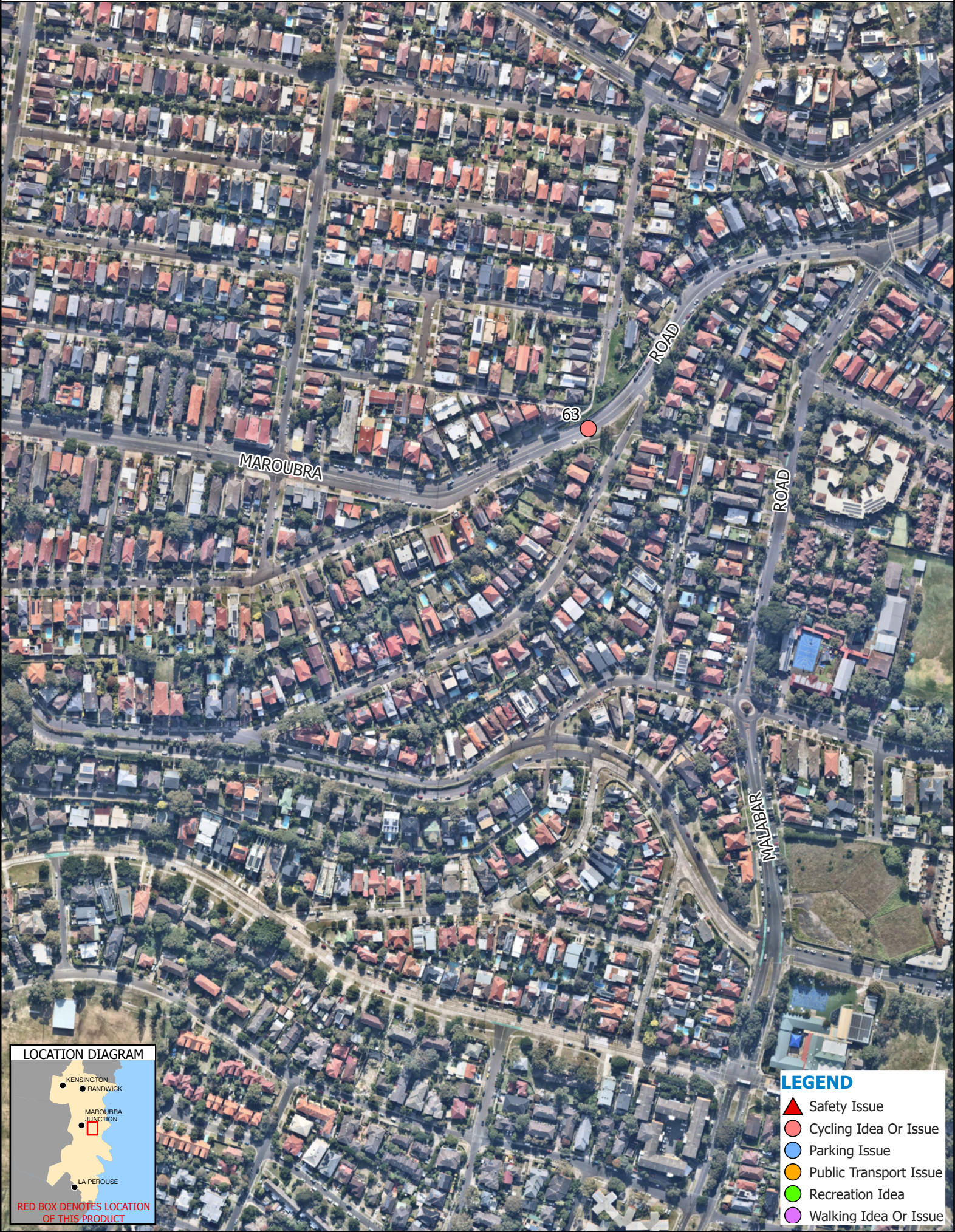
COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
9	dedicated cycling with safe exit to Bowen library and the shopping precinct
10	dedicated walking path with safe exit to Bowen library and the shopping precinct
11	pedestrian and cycling access on and off the central Anzac pde will have to be considered
12	Council ought to be campaigning to the new NSW Government for the extension of the Light Rail along the Anzac Parade median corridor to Maroubra Junction. Use that project to improve amenity and incorporate active transport connections.
19	Busy traffic bottleneck in mornings. Add cycling lane within centre strip area for amenity to both cars and bikes.
20	Light rail is very very slow to the point where it is not useful to commute to work in CBD. Extending it to Maroubra or beyond will only benefit leisure users, not commuters, express buses are much faster.
22	Extension of Light Rail service to Maroubra junction. Instead of using the central median as recreation spaces it would provide a greater benefit for the community to invest in the extension of light rail using this corridor.
34	Feels unsafe both with other people and how built up it is. I don't think I would enjoy cycling through here. Use the side roads.
41	Not sure how to deal with parking as extensively used in this area and required.
48	Need for pedestrians to cross here as this is getting directly to the bus stops and the shopping centre. People from all ages are already doing so even without a pedestrian crossing. They won't stop so it would make sense to improve safety with a crossing
52	Even with a speed limit reduction this is still a very dangerous place for pedestrians jaywalking from Pacific Square
67	All on road space needed to provide efficient public transport to connect the south east to the city. I don't want the cycleway impacting my bus journey
87	Walking along Anzac Pde from Gale Road south to around Haig St is really boring. It's all concrete and tall buildings, and car parks.
90	As "Mariechristmas" said, people cross here from Pacific Sq to the bus stops - either put a proper crossing here OR move the bus stops! You won't stop people using the shortest fastest route if they are carrying heavy shopping bags! No one wants to wait 3 times for the lights to cross Maroubra Rd twice & Anzac Pde once.
92	If a cycle way is constructed, how will bicycles interact with cars trying to park in these car parks along the central strip of Anzac Pde? Another issue is how will bicycles cross roads such as Fitzgerald, Maroubra Rd, etc, where traffic is queued up to turn? Will there be a dedicated bike track where traffic is prohibited, or will bikes have to weave between vehicles? Or have to dismount and cross at the pedestrian crossings?
99	Could we extend light rail to Maroubra Junction so we can reduce traffic congestion and link with the network?
122	Needs a safe midblock crossing here to support desires lines of this shopping precinct / place. The fences make it more unsafe by pushing people right into the path of bus stops and buses.
124	Need a safe way to access bike parking at Pacific Square - at the moment, to access the bike racks, you need to use the footpath ramp from either side (fences make it harder and push you into the buses and bus stop areas)
125	Need a safe way to access bike parking at Pacific Square - at the moment, to access the bike racks, you need to either turn up a dangerous cement driveway lip to the underground carpark, or access at bus stops / footpath on Anzac Parade
127	There is an unusual and unexpected on road lane change here - right lane ends, and left lane begins. Causes conflict. Needs improvement.
133	This stretch between Maroubra Junction and Bowen Library is the most dangerous part of cycling Anzac Parade. Lots of aggression.

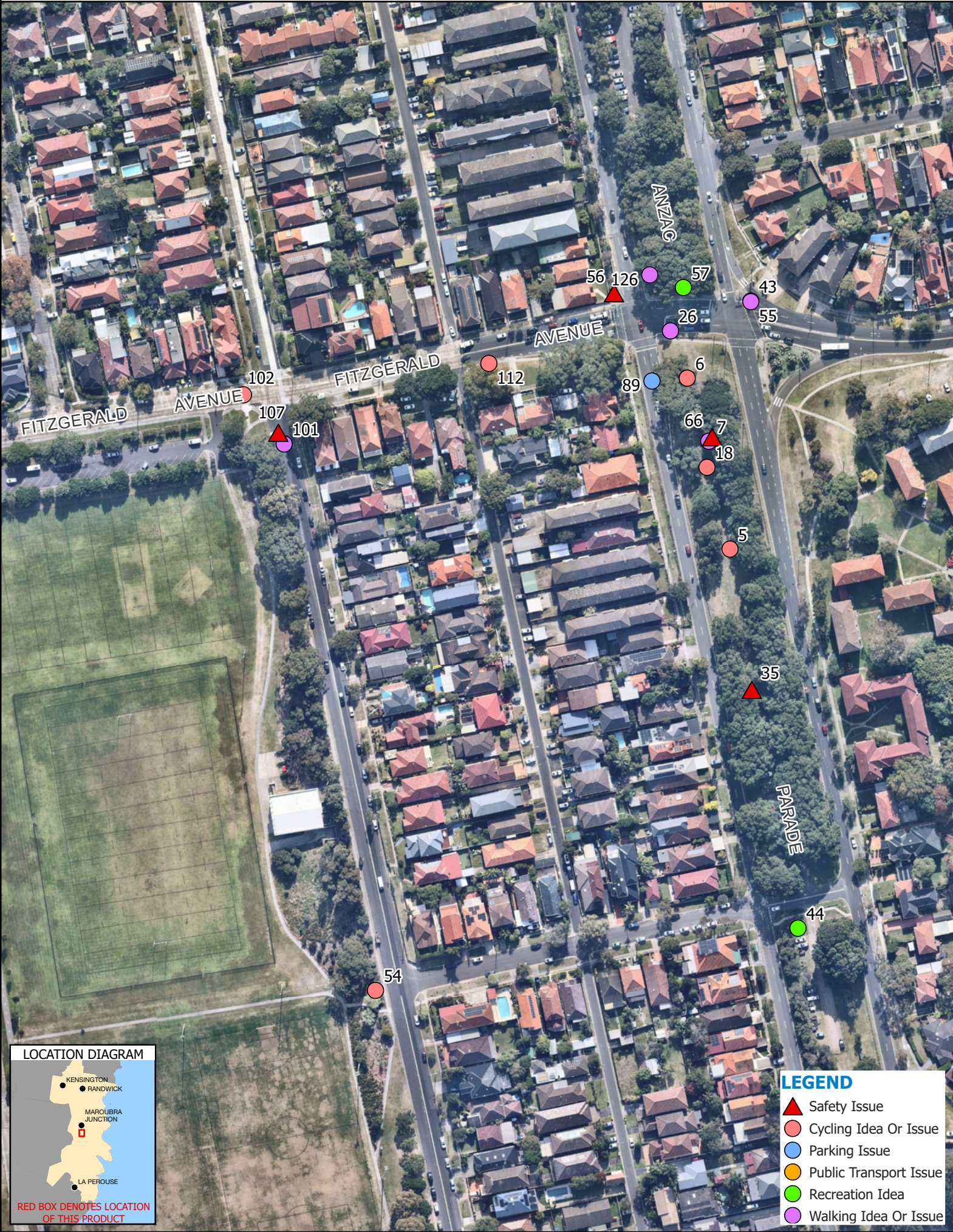


COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
24	No safe cycling connection to Maroubra Beach. Add dedicated cycle lane on Fitzgerald Ave, as this is the flattest route to the beach from Maroubra Junction.
103	Fitzgerald is wide and busy. Crossing here to access Coral Sea with kids is dangerous. Traffic calming required (Pelican crossing) to allow safe crossing
104	very dangerous for cars turning right from Mons or pedestrians trying to cross Mons or Maroubra road. The road are is way too wide. Available road space is where the risk is. Using paint to narrow the road space is tried and tested (NYC etc) and allows safer zones for pedestrians with shorter, quicker crossings of the risky road space. Danger of right turns for cars is a big issue - accident waiting to happen. I don't have a solution.
105	Maroubra road is way too wide. Completely unnecessary. Dangerous for all concerned and just encourages bad, impatient driving. It's ripe for painted space delineation and reducing the Car space to single lane in each direction. Dedicated bike lanes and wider pavements with more trees (it's Sydney, it gets hot....) are the basics of modern city planning
106	Mons Avenue is way too wide. There's a theme here if you see my comments. These are all 1950's suburban roads. We've moved on. Mons is single lane but as wide as 2 lines in many places. This encourages speeding and unsafe driving and adds exponentially to the risk of crossing the road. Please get the paint brushes out, paint single lanes and colour the rest to make the drive line clear.
136	Need safe connection to Maroubra Beach by bike. Lots of people use bike but the on road route is currently only for the brave.



ID	Comments
63	It was be great if a dedicated cycle lane could be added to Maroubra road on each side of the road from East Gardens through Anzac parade junction to the corner of Marine parade. This would allow safe transit to the new / proposed Anzac parade cycle way and also encourage cyclists to bike to East Gardens shopping centre rather than take the car (car parking at the centre is already horrendous)



COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

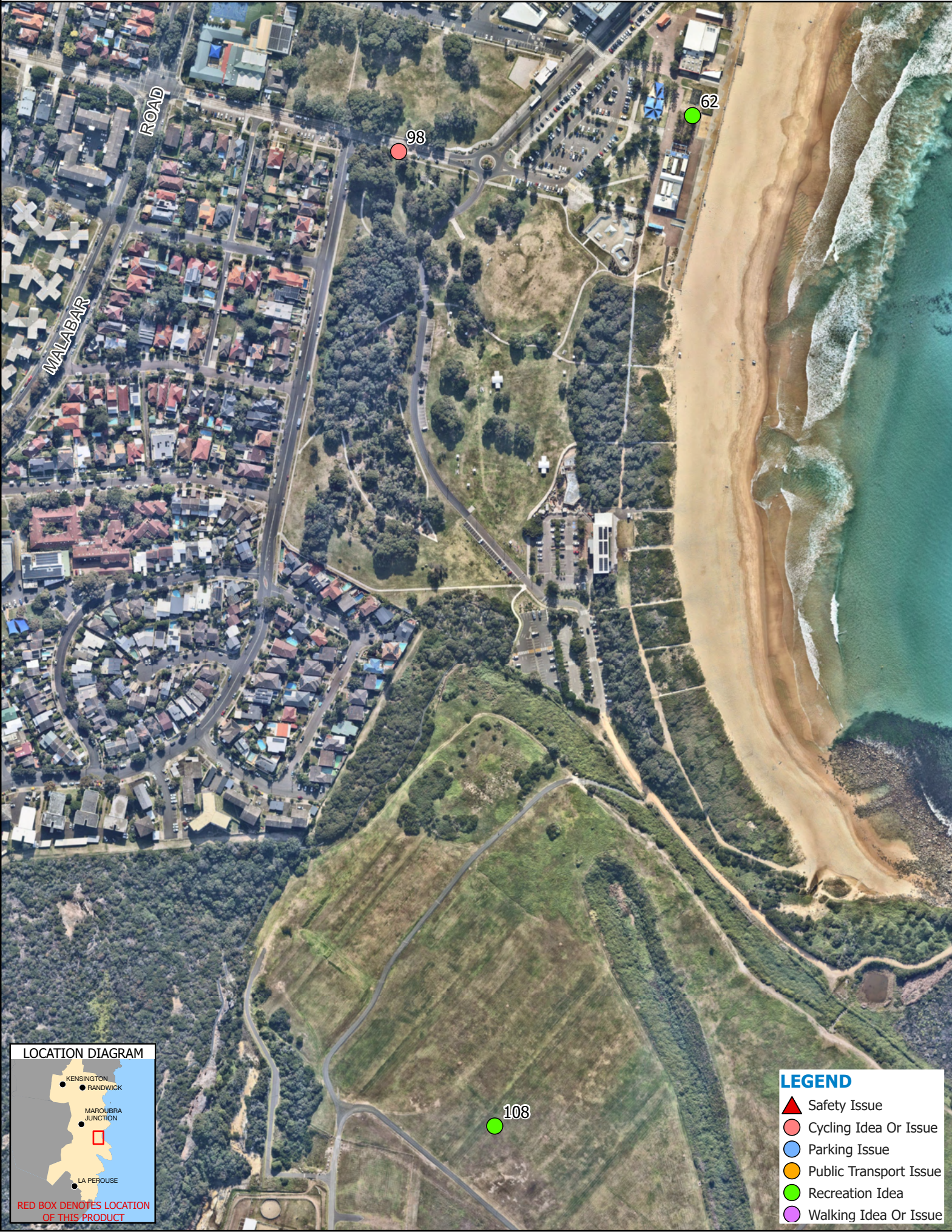
ID	Comments
5	Space for teens mountain bike jump loop
6	dedicated cycling path the entire length of Anzac Pde
7	dedicated walking path the entire length of Anzac pde
18	Busy traffic bottleneck in mornings. Add cycling lane within centre strip area for amenity to both cars and bikes.
26	Improve pedestrian crossing at Fitzgerald Ave - long wait for lights and currently cannot cross on north side of Fitzgerald
35	I don't like riding on 60km hr roads, cycle lane needs to be completely separate for me to feel safe, and not right next to the road.
43	This island is a death trap. Cars traveling on Anzac south bound turn left into Fitzgerald very quickly, it's just a matter of time when one of those idiots will lose control and hit the pedestrians waiting at that island.
44	Cnr Wade and Anzac parade. Enclosed kids play equipment opposite bus stop in middle of Anzac parade between north and south bound lanes. Also, water fountain for pets and people at this point on planned bike/walk path.
54	::::Bicycle / Pedestrian Crossing :::: Link Heffron Park Cycleway/Walking paths to the Anzac Parade Cycle/Walkway that leads down Wade St to connect at Anzac Parade.
55	Add pedestrian traffic lights on the north side.
56	Pedestrian traffic lights needed here
57	Coffee/breakfast cart or area for food trucks
66	Don't put kids recreation type infrastructure in the middle of a busy road, there are so many safer locations for recreation activities within the LGA. Fox safety issues like pedestrian connectivity
89	Adjust traffic lanes to allow 2 lanes northbound traffic on Anzac Parade to reduce congestion.
101	Very dangerous crossing with kids (walking or on bikes) when crossing Robey street. Lots of right turning vehicles that are concentrated on Fitzgerald oncoming traffic and accelerating into the turn when they get a gap. It's a wide crossing that connects to a major park. It needs a pelican crossing.
102	Great that we have added a crossing but cycling to Des Renford with the kids and finding yourself stuck in the middle of the island with cars refusing to stop and let you cross is not fun. Needs to be a pelican crossing.
107	Dangerous crossing point
112	Fitzgerald Ave is poorly service for east/west cycling movements. It is a very busy road at the Anzac Parade Junction and it provides direct access to Heffron Park - a very well used sports field. AT access from all areas into this park is much needed.
126	Need a safe footpath and crossing here. Lots of people accessing this bus stop and surrounding areas from the East side of Anzac.



COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
13	Cyclists head north up Anzac and turn right here to go towards Maroubra beach across 2 lanes of traffic weaving in & out of motorists. Very few cyclists signal their right turn intentions (breaking the law) & go across very suddenly
17	Busy traffic bottleneck in mornings. Add cycling lane within centre strip area for amenity to both cars and bikes.
45	Pet & people water fountain.
72	Cafe, rainforest style trees, basketball half court
73	Park improvements, clean up sandstone, plant trees, upgrade and widen path, cafe, basketball
77	Carefully consider the intersection design if a shared path / cycling path is introduced as sightlines are challenging and little room for deceleration to such an intersection. Any shared path user should have priority at these locations.
110	Consider wide footpaths or a 2.5m (min) shared path along each side of Anzac Parade. it will provide additional safety for walkers, micomobility and school students.
111	Please consider a central medial cycling corridor, and shared paths along each side of the parade.

COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION



ID	Comments
62	PLEASE upgrade the current outdoor gym at Maroubra Beach. I have tried to use this space to keep fit and the lack of variety of the facilities is poor and the current state of maintenance is actually dangerous (two machines out of order, the dip / parallel bars are loose). It would be fabulous to have a well maintained, well appointed outdoor gym that includes multiple chin up bars, dip/leg raise station, parallel bars and drink refill station and additional seating. I would love to use this space 3-4 times per week but the current state of maintenance doesn't allow this. With the cost of living crisis this would be an easy way for the council to provide a way for residents to stay fit without paying for a gym membership and also provides equality of exercise opportunities for residents of South Maroubra council housing who may not be able to afford a gym membership
98	Please make a dedicated bike lane from Maroubra beach up to Anzac Pde/Heffron Park/Maroubra Junction. This is a great way to link these major precincts, reduce traffic congestion, car use and help us stay healthy!
108	Time for the range to move elsewhere. Can we projectise this move and report on progress so we can all understand when the headland can be returned to public use. The fact the headland is still used as a gun range is bad enough but the impact of closing the national park around the headland every other weekend is completely unacceptable.



COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
70	Fix Anzac Pde! Road is in disrepair and side roads are mud roads! Single line from South juniors to maroubra and then again to La Pouse. Take a drive or use google map! FIX EXISTING PROBLEMS!
80	Dangerous bend in road with cars parked on inside lane due to so many duplexes, number of serious accidents over the years
81	Zero parking due to duplexes and increase in population
86	After walking the Malabar Headland inland track, it's hard to cross the road here to get to the bus stop in the northbound lane. Visibility of cars coming south is limited and it's hard to find the path across the median strip. A pedestrian crossing woul
88	Pedestrian crossing needed both directions along Anzac Parade here. Never ending flow of cars, dangerous curve with overgrown vegetation makes it difficult to cross from Hillary Parade to Pioneers Park. Many children attempt to cross here.
135	Very unsafe / difficult to access the schools around here from Maroubra by bike.
139	The fragmented dedicated cycle paths (such as at Malabar and Prince Henry) go no where and are confusing, so are almost useless. A much more complete path along Anzac Parade is needed rather than these isolated segments. Logically the bike paths in the Municipality should all be linked, and bi-directional.

ID	Comments
147	Provide a safe cycleway all the way from Anzac Parade to the Bunnerong Road shared path via Wassell St





COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
14	Keep the trees. Work with the existing vegetation, it is beautiful.
15	This is already a beautiful walking area. Try not to disturb it when you make the changes.
16	Additional parking for the gaol is needed.
51	I would build two MTB tracks to the two high schools up the middle. Won't cost a lot, can be easily converted back and will be lots of fun.
74	Parked cars next to the Gaol on Anzac Parade southbound during working hours limits this main road to single lane traffic. Create parking on the right hand side so normal two lane traffic can proceed.
76	Cycling in this section is dangerous as there is little room for a moving car to safely pass a cyclist keeping out of the dooring zone.
78	Comment about mtb bike track is a cool idea - same has been informally made along shared user path at the bottom of Centennial Park / Alison Road
109	Please add - additional width to this road, to provide a dedicated (or shared lane) for recreational cyclists using Anzac Parade to ride to and from La Perouse. Cars come far too close, and push you into the dooring area.
140	Perhaps start by clearing a marked shared bike/walking track along all unbuilt sections of the Anzac Parade median, like a leisurely trail through a park. Could just be dirt track or bitumen. Clear grass/weeds, level ground a bit, make openings in railings/kerb, add crossings and signs, plant some trees in barren areas, shouldn't be too difficult. If this is popular with cyclists, build commuting cycleways later. The MTB idea is interesting but I would instead build a vegetated terrain loop around the nearby treeless Pioneer Park sports fields, and trail on western side of Malabar NP to Maroubra Beach, for those who prefer a more challenging ride.



COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
93	How will a cycleway negotiate these 2 roundabouts at Little Bay?
94	Plenty of room here for a cycle way.
145	There is a dangerous pinch point around here for cyclists, where on street parking commences on an upward rise. Please remove the on street parking / have it start in a safer place



COMMENTS ON ACTIVATE ANZAC PARADE CONSULTATION

ID	Comments
37	A pedestrian crossing that has the signs knocked down and replaced way to frequently. It's not safe, please fix it. Perhaps this junction needs traffic lights.
38	Once you have crossed the pedestrian crossing you are now steered down a path to get off the central reservation and onto the footpath of Anzac. This is a dangerous junction, where cars frequently fail to signal and take the turning quickly. My heart is in my mouth crossing on bikes with my kids. Extend the footpath up the centre of Anzac parade and direct kids to cross at the crest of the hill 80 metres up where it's safer
39	Once you have crossed the pedestrian crossing you are now steered down a path to get off the central reservation and onto the footpath of Anzac. This is a dangerous junction, where cars frequently fail to signal and take the turning quickly. My heart is in my mouth crossing on bikes with my kids. Extend the footpath up the centre of Anzac parade and direct kids to cross at the crest of the hill 80 metres up where it's safer
40	Once you have crossed the pedestrian crossing you are now steered down a path to get off the central reservation and onto the footpath of Anzac. This is a dangerous junction, where cars and buses come around the bend, over the crest and fly down the hill. My heart is in my mouth crossing on bikes with my kids. Extend the footpath up the centre of Anzac parade and direct kids to cross at the crest of the hill 80 metres up where it's safer
65	Parking in this area is valuable, try to limit impacts to parking if cycleway extends down this far
95	Not a lot of room here for a cycleway - it will have to be on the edge of the traffic or cyclists will have to merge with the traffic.
96	When travelling west on Anzac Pde and turning left down to La Perouse there's poor vision to the right, down Bunnerong Rd. The crest of the hill means you can't see too far but the shrubs planted between the two halves of Anzac Pde on the east side of Bunnerong Rd make the problem worse.
113	There's a massive median strip that isn't used for anything apart from people parking their boats. Plenty of room for a cycle lane!
144	When this gate is closed, it's a hazard to fast moving recreational cyclists.

H. Ideas Board

Idea	Explanation	Comment/response to idea
Active transport - cycling with dedicated links to the schools	Use the middle of Anzac pde for cycling and have dedicated links to all the major schools e.g a ramp off to MJPS and dedicated tracks off to RBHS, RGHS, Rainbow Street and up to Marcelin and Brigidine. Get children out of 4 wheel drives and into safe active transport	<p>Display visual bike path counters so the pessimists in their cars can see the bike paths are being used. Absolutely need to get kids active and out of the passenger seat.</p> <p>Brilliant post. Yes! If you create safe spaces, they will come.</p> <p>Yes please! :)</p>
Active - transport walking	Use Anzac Pde for walking track with dedicated safe walking links to all the schools RBHS RGHS, Rainbow St, MJPS Marcelin and Brigidine	Also worth considering is that when there is a concert at the stadiums lots of people walk home from there as the public transport is too packed. Better footpaths would be helpful !
Resting spots for passive recreation	Create seats surrounded by native flowers and native bee boxes, shade for people to just sit at	Great idea - there are a few nice parks and greens spaces along this route that could be better utilised with some better street furniture
Places for teenagers	Consider putting a mountain bike track and jumps on a section of the central part of anzac pde. Connected to the overall cycle track	Would Heffron Park be a good alternative too ? There is the bike track there for the little kids, and the adult race track, a mountain bike pump track would be great for teenagers ?
Outdoor gym/training facilities	Create a modern and well sized outdoor gym facility to be used by local residents as well as personal trainers similar to Cromwell park and other outdoor facilities in the local council	With the large number of people in apartments along Anzac Parade this is a great idea
Cyclist awareness campaign with drivers	Driver behaviour is the biggest issue. It needs to improve. A campaign would help	<p>I believe that cyclist should be banned from riding on Anzac Parade during school zones. They hold up traffic, run through red lights, cause a danger to drivers on the road in the mornings, and also ride on the footpath when traffic banked up</p> <p>I agree any traffic infringement by anyone is wrong: running a red light; but also, driving less than 1M away from a bike. Cyclists doing the school run on their bikes improve traffic; and</p>

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		<p>reduce parking burden near schools. You should only be doing 40 near schools at those times. Also with a child they're allowed to ride on the footpath - you are literally quoting the law. And if they're on the footpath, surely they're not holding up traffic? It sounds like you just don't like cyclists.</p> <p>Cyclists are more the danger than cars and they expect rules but dont follow them</p> <p>These are great points and it might be important for council to consider either a dedicated cycle lane or the possibility of putting a cycle way in one of the back streets. I had a look at the one on Houston Road and it looks like a good initiative.</p>
Painted/shared lanes not dedicated bike lanes	<p>Dedicated bike lanes create conflict with car drivers and cost a lot. Better would be light paint based infrastructure eg painted bike lanes like in Doncaster; clearly marked shared lanes etc.</p>	<p>When cyclists pay for rego and road maintenance, they should be able to freely use the road.</p> <p>Doncaster is currently having it's painted bike lanes upgraded to dedicated lanes because painted lanes are unsafe. There's clearly enough space on Anzac Parade for a dedicated bike lane, there's so much room in the median.</p> <p>You clearly don't like cyclists, and consider them inferior to you, and I suspect that doesn't improve your driving behaviour around cyclists. I'm not sure if it's occurred to you that most cyclists are a-equally human, b-rego paying car owners; c-tax payers (and based on their fancy spandex attires, often generous tax payers dare I say!). And also d- a bike doesn't exactly damage a road like a ute, suv or truck.. And.. there is the law, too which doesn't say car owners own the roads. We are making humble requests to use the roads, maybe</p>

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		<p>some constructive suggestions would be welcome - not this obscene hate spill.</p> <p>Cycling with my child in a bike lane protected by a painted line, allows for more conflict between your speeding vehicle and my child than a properly separated bike lane would.</p> <p>Doncaster bike lane sits within the door zone area of parked cars putting the bike rider at risk. So, cyclists have to ride outside of the bike lane to be safe.</p> <p>Yup - dedicated separate cycle lanes so that children and families can cycle safely is they only way to go. Plenty of room for it.</p> <p>Don't agree - painted bike lanes are pretty useless - they need to be separated from cars</p> <p>I don't agree either - please ensure new bike lanes are dedicated to bikes. Evidence shows that dedicated bike lanes do not increase congestion - and they keep people safer. Here are some links!Evidence that bike lanes have minimal impact on congestion - https://bicyclenetwork.com.au/newsroom/2022/05/05/more-evidence-that-bike-lanes-have-minimal-impact-on-congestion/Bike Lanes Safer - https://www.sciencedaily.com/releases/2019/05/190529113036.htm</p> <p>Painted bike lanes don't feel safe to ride on</p>
Para-anzac approach	Rather than focus on Anzac only why not look at what can be done with the parallel streets and lanes. Why necessarily cram bikes with cars if we could create a corridor from lapa to	

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	Kingsford of good bike-friendly roads. Taking this approach makes the task a lot easier.	
I would make Anzac Parade a pedestrian only zone from Kenso to Souths and build a tunnel underneath for cars, buses etc. Light rail stays.		The initiative around Meeks Street in Kensington was great. It is nice to see how it is more open and less cars there.
Don't Waste time and money on cycle lanes	It is absolutely pointless wasting time, money and resources on making dedicated cycle lanes. You only have to watch the cycle lanes that have been built for a period of one hour and realise all they do is cause more traffic and hardly any cyclist use cycle lanes they just ride on the road anyway.	<p>Waste of rate payers money, fix the pot holes and footpaths first</p> <p>Cycle paths are used by cyclists if they are maintained, clean, not parked across, safe to get on and off and are in a logical route. Fast bikes and peleton obviously will not use cycle paths due to width and overtaking issues.</p> <p>We get to school by bicycle and need the cycle lanes as much as you need your road. I'm not going to cycle with my kid in traffic. Or are you suggesting we should drive instead?</p> <p>There are more and more people moving to the area and I guess that if everyone has a car there simply wont be enough space. The new student SCAPE development wont have enough car spaces they are putting in motorbike spaces instead. Perhaps this is why an alternative to cars is needed ?</p>
Allowing Anzac Parade residences to offer community friendly semi-	Along Anzac parade, there are some houses facing the road that are a good fit to turn into community friendly space. Example: If we can make it easy to offer garden space where people can gather to do	Great idea!

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commercial offering	community events on certain days/night of the week (book reading, talk) and offer commercial opportunities like small coffee cart. We can add restrictions around number of people. Also, allow coffee cart or lemonade stand as permanent fixture. This offers something for the cyclists. We can offer some unique street offering (atleast between Fitzgerald Avenue and La-Perouse crossing) that stands out globally.	
Safe cycle & running track	Would be amazing to have a safer way for average people (i.e. not serious cyclists) to ride their bikes or go for a jog, away from buses and cars. Especially for families who want to go for a cycle together. Mostly from La Perouse to Matraville.	<p>And also from la Perouse to Kingsford</p> <p>And from Maroubra Junction to Kensington.</p> <p>Keep what's left of the Anzac Parade median strip green and plant trees in the bare sections. This is an opportunity to create a park-like corridor and cycling/walking trail that connects the parks, beaches and shopping areas, and links the existing incomplete fragmented cycle paths. Potentially a safe cycling trail can be easily made from La Perouse to Kingsford, then all the way to the City (Kingsford to Centennial Park underway https://www.yoursay.randwick.nsw.gov.au/StreetscapeUpgradesKingsfordCentennial , Centennial Park to City pre-existing). Perhaps start by clearing a marked shared bike/walking track along all unbuilt sections of the Anzac Parade median, like a trail through a park. Could just be dirt track or bitumen. If this is popular with cyclists, build commuting cycleways later. Cycle path can share with median strip carparks at first if no space (notably at Maroubra Jn), better than riding on the road. Cycle paths at Prince Henry and near LaPa already exist where there is no more median but need better markings and connections. Then complete the links and signage to other cycle ways and</p>

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		<p>cross links. e.g. Maroubra Beach-Pioneers Park/Malabar/Matraville High-Bunnerong/Botany intersection, Maroubra Beach-Fitzgerald-Heffron Park-Eastgardens, Maroubra Jn-Maroubra Rd-Eastgardens, Kingsford Light Rail to Centennial Park, Bunnerong/Botany Intersection-Matraville-Heffron Park (even shared footpath may suffice for this short section, serious cyclists use road anyway). It will be amazing if all this can be done, but certainly feasible, most is planned or partially there.</p>
<p>How about council do their job</p>	<p>Council can't even prevent cars caravans and boats from parking along the Anzac parade medium strip for extended periods of time They aren't competent to create any bike or pedestrian paths that are safe to use. Maybe spend money to fix the roads and pot holes first.</p>	<p>Why should they stop parking there when parking is provided and better off the road.</p> <p>There does seem to be a lot of frustration about boats and trailers in Maroubra. As the area has gotten more and more built up there is less spaces. The other issue has been when houses get demolished and replaced by duplexes there are two driveways when there was one before so there is even further pressure on the existing parking spots. Perhaps council could look at dedicated areas for parking boats and trailers?</p>
<p>Future planning</p>	<p>I am not sure the dedicated bike lanes are the future. Especially when not used all the time. If anything you need a dedicated Transit lane for Buses and Bikes to share as usage is not always at their peak. Leave the cars and their parking spots alone. Stop taking away road space and parking. So many reasons. There doesn't need much change, mainly maintenance and repairs. Stop wasting our money on restructure where it does not fix the majority of issues. As for Anzac Pde extend the light rail. The current island is useless. Should've been a transit terminal. i.e. Bus/etc. bring the shuttle to the beaches.</p>	<p>I think we need both Doolery, Get the light rail sorted for sure. But even the Light Rail can get busy, just like cars. A bike lane, and good walking infrastructure is a good way to keep those completing shorter trips off the tram if they don't need to be there.</p> <p>There is no way I am cycling with my primary school aged child in the bus lane with traffic. Put space aside for a safe separated cycle path and fewer people will need to drive.</p> <p>I have been wondering about bike lanes too, given the rise in the number of battery powered mobility scooters</p>

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		and the aging population, will people use the lanes for this too?
Put road armadillos to separate cyclists from motorists	<p>Put road armadillos to separate cyclists from motorists & put signs up to keep them in this area. At the moment there is a great deal of dangerous intermingling of quite large groups of cyclists in organised peloton sized groups weaving in & out of traffic not signaling their right turn intentions and frightening traffic by their sudden urgent actions to cross multiple lanes to turn right eg from Anzac rd into Beauchamp to go towards Maroubra beach in the mornings when traffic is rushing to work.</p> <p>I'm not sure Anzac Pde should be used as a recreational facility or gym? It's a road to get from a to b for everyone. These cyclists are not going anywhere specifically & are just using the road for exercise & recreation.</p>	
Green space	<p>It is important to keep as much of the existing mature vegetation as possible. A bike/pedestrian path between the trees is a good idea. However, the trees need to stay as they reduce urban heat and noise. They make a big difference on anzac parade.</p>	<p>There are sections of Anzac Parade that look really barren without trees so it would be good to have new plantings there to build on the existing mature trees.</p>
Make biking to the city an option	<p>Make it easy for people to commute to the city on bikes - at the moment it is too dangerous to consider</p>	<p>Would be great! We're so close and the route would be so flat! Just got to get a path sorted up the the university and the rest of the way is pretty good!</p> <p>I finished work the other day and decided to walk home to Maroubra. It is really built up near the city but once you get to Centennial park it is so nice going through the park near Sydney Boys and then along Anzac to Alison Road.</p>

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Extend the Lightrail and create a parallel cycle track	<p>There should be sufficient space in the median to extend the Lightrail from Kingsford to La Perouse or at least to Little Bay. At the same time you can create a dedicated cycle lane along the Lightrail line (see sample picture of the Lightrail in Dubai). Remove the majority of the car parks in the median of Anzac Parade and promote public transport / active transport by creating sufficient options.</p>	
Move onstreet parking in concentrated on street areas like near jail onto of median strip	<p>Without building dedicated on road cycle lane, would be great to have 2 clear lanes so 40kph morning cyclists don't block cars + solo cyclists don't have cars pushing past them with parked cars on side. Would increase number of parking spots if was safe way to have parking shifted on median strip</p>	<p>What would also increase increase the number of parking spots is if fewer people drive. The cycling infrastructure in the are at the moment is rubbish, I know because I bike with my kid to school. Not a surprise 70% if families are pushed into driving their children around, getting on a bike feels so unsafe. Bike paths down the middle of Anzac Pde would go part of the way to solving that problem.</p> <p>Exactly. Increase parking would help everyone</p> <p>Perhaps council needs to look at constructing dedicated parking garages? I drive to Kingsford to catch the light rail but they car park is often full even in the evenings !</p>
Celebrate first nations people	<p>Great opportunity for native vegetation / plants to be feature of the corridor to compliment bike and pedestrian paths. Could also include Aboriginal story telling particularly toward La Perouse.</p>	<p>Yes, native vegetation would be awesome!</p> <p>Absolutely, plant natives and create habitat for wildlife. Also plant edible natives to allow foraging and sustainability.</p> <p>The centre section of Anzac Parade could be much better utilised and increase the number of native plants and trees. Also it would be great to see the invasive species removed such as lantana from around the the southern parts.</p>

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Refillable water stations!		<p>Brilliant idea!</p> <p>That is a great idea ! Perhaps having refillable water stations near every bus stop so it could be used by commuters as well ?</p>
Culture change to become more 'Bike Friendly'. Educate, protect bikes from car road ragers.	European cities have done this well for decades. Tried and tested design and planning, systems. We could learn from other cities i.e. a Dutch case study.	I just watched the video on youtube about the bicycle parking garage in Utrecht in the netherlands... pretty amazing
Indoor Play area	We need indoor playarea like some shopping centres in other suburbs. There is nowhere to go for children 0-5 yrs old when the weather is not good.	
Make Cycling For Sport And Commuting Fun In Sydney	Everybody rightfully raises that one of the main barriers to cycling in the city is not feeling safe on the road. I would also propose that the sheer joy of cycling should also be considered an equally important element. As it sits now, the fear factor is winning out over the thrill factor. Make it fun, make it safe, and they will come and they will ride. Who are THEY? All of us.	When I was in Melbourne recently they have embraced electric scooters, and also in Canberra. It was a lot of fun riding them there. I think it is a great point about making it fun as well as a practical option.
Covert corner houses to semi comerial corner shops along anzac parade	Alot of corners houses along Maroubra junction along anzac parade such as shepherd, storey street, Runic lane, and snake street should be converted to commerical corner shops	<p>Excellent idea. More corner shops should be activated to commerical to allow more shops and easier parking.</p> <p>Exactly. Too many corner houses sitting dorminate and not in use. Just the junction is too crowded. It would be better if they have some small shops along the parade. Rather than just too focusing in the junction</p> <p>Just wish the council would increase more shopping areas along the parade such as upgrading corners rather than just agglomerated in one area of the</p>

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		<p>junction. Just wish council would do something</p> <p>I'd also like to see more corner stores, shops and cafes along Anzac Parade to make the area more walkable</p> <p>It does seem like there could be more corner coffee shops. Also some of the existing shops could be open in the mornings?</p> <p>Indeed. Hope to see more corner stores and shops along Anzac Parade which makes the area more walkable and shopable too. Just wish the council would do something regarding this and implement this idea into action</p> <p>Agree totally. If more shops are allowed to open the chances of having more shops opening more in the morning would increase too. We need more incentives for shops to open earlier or even have a breakfast cafe strip along the parade.</p> <p>100% agree with this. Council just made sure the shops on the corner of Botany and Anzac were zoned for ground floor commercial in the future. They should have also made sure that Steve's Cool Booze, the tackle shop across the road etc. have an E2 zone as well.</p>
A cycleway separated from car traffic down the central spine of Anzac Pde would be a game changer allowing cyclist to safely ride & commute	Safe, fast cycling	This is so true!

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<p>Lane for to share with car. Don't waste money on dedicated bike lane . Fix walking path, make it connected and easy to walk to along Anzac</p>	<p>No more wasting money</p>	<p>No families with kids are going to cycle to school in a lane shared with cars. This kind of thinking is how we ended up with 70% of children getting driven to school and massive traffic congestion as soon as school holidays are over.</p>
<p>Revitalising Anzac Parade</p>	<p>Support mixed use: cycling, walking/ running track, skateboard park, basketball court, kids playground, outdoor gym, out door chess board, coffee shop, juice bar, wild/native gardens. Would be incredible to have a cycling/running/walking path from La Perouse to Kingsford perhaps linking to bike paths to city. Rothschild boulevard in tel Aviv is a great example of how a central area like Anzac parade could be used. It's currently too dangerous to cycle along Anzac parade. Only issue is how to deal with parking near Maroubra Junction.</p>	<p>Perhaps it could also attract tourists to come along Anzac too ?</p>
<p>Surely you realise a foot path is a walking path</p>	<p>come on - council cant be serious... nice try, put OUR money into better things for all of community</p>	
<p>why encourage more screaming spandex?</p>	<p>stop catering to a minority and people who don't live here, that scream through our communities, build them an aerodrome that doesn't impact randwick cc residents.</p>	<p>You don't get it - only fit and fearless cyclists can tackle Anzac Parade at present. A new path would cater for normal people, kids etc.</p> <p>I support J_NSW's comment. As a cyclist I risk the route for fitness despite the unnecessarily aggressive car culture, however the solution isn't targeting (nor should it be) that type of cyclist, it is targeting the majority of people that could commute via and visit the local are using more environmentally conscious means should as bicycle and walking, in addition to improving and better</p>

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		<p>utilising the local space for more than just car parking.</p> <p>Screaming "spandex " is only for a short time in the morning. All other cyclists are quiet. Screaming cars and buses is all day and night.</p> <p>This aint it, a lot of people (myself included) like riding bikes (without spandex on) to get to work and run errands. It's a cheap way to get around and stops us from being another car on the road but - riding a bike around Randwick sucks, there's always gaps in-between the paths, they don't connect well and they make it really difficult to get around. A quality path along Anzac Parade would be a life changer for myself and many others</p> <p>A bike path down the middle of Anzac Parade would make it easier to get my child to school - not a bit of screaming spandex in sight.</p> <p>I love the idea of a bike path down Anzac parade. But how do you create it so it flows freely? Stopping and starting at each cross road will make it less efficient than riding on the road. Also if you incorporate with current middle road parking it will be a tricky balance. There are still some aggressive drivers out there who have a very outdated attitude towards cyclists.</p> <p>What about allowing more flowing traffic for those whom pay to use the road ...with less parked cars bikes have a better flow anyways .. they dont need a separate space</p>

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		<p>Screaming spandex is very funny, but seriously, bikes and active transport is the future and cars will have to adapt. I love cars too but they should be out of our cities as much as possible.</p> <p>sure pay out on bicycle riders</p> <p>Perhaps this is a good point, could the road circuit in Heffron Park be upgraded to encourage more road cyclists to use it to train instead of Anzac Parade ?</p> <p>The roads were built to travel to places. To get to work, to study, to visit someone, to shop & things like this. Roads were built to get people & things from A to B. Roads were not built to function as gymnasiums, for exercise & not for recreation or relaxation. This is what gyms & parks are for. If cyclists use the roads then it should be to go somewhere to do something, do a delivery, get to work or uni and not simply for exercise or recreational use. Why do cyclists need or choose to travel in large groups? Is this organised sport. Cyclists have turned cycling into a road sport. The roads were not built for sport. If cyclists want to sport then they need to go to better places that were purpose built for sports activity. It's very frightening for other road users having them weave in & out of everyone else in their ever growing larger & larger groups. Where did this thinking come from? I don't think cyclists tell their kids to exercise or play on the roads. They know this is very unsafe & dangerous yet they do it themselves.</p> <p>What if others decided they want to play cricket or tennis on the roads or other sports & recreational activities? Will this be ok?</p> <p>The roads are for transport not sport. This was their original & only purpose.</p>

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		<p>Spandex...Really? Loads of people just want to cycle to get from A to B/go for a coffee/visit some shops/take kids to school. Sure, put on some spandex if you want to but a lot of cyclists will just cycle with normal clothes. Randwick needs a lot more safe cycling infrastructure and Anzac parade is a key route for this.</p> <p>A separated bike lane from La Perouse to Kingsford is definitely needed. At present there are green painted lanes (in some areas) which act as a cycle lane but they are dangerous and often are on the outside of a lane that cars can park in. I ride to Sydney Children's Hospital at Randwick from La Perouse for work four days per week and have had many near accidents due to overzealous and aggressive drivers even though I am wearing high vis gear and ride according to the road rules. I ride because Randwick is getting increasingly harder to get parking. I ride to stay healthy and fit (58 years old) and I ride most importantly to lower the emissions that i produce everyday. Studies have shown that the more seperated cycleways there are the more people will ride. Wouldn't it be fabulous if we could have school kids of all ages riding to school offering them that little bit of freedom in a safe environment.</p> <p>Safer bike lanes are for everyone. The reason cycling is currently dominated by people in spandex is because others feel unsafe to ride. Making it safer for all would greatly benefit cars and bikes and reduce "screaming" interactions</p>

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Residents need to be alerted with letter drop when overnight roadworks occur. No communication in Nov-Jan when noisy roadworks occurred.		
Extend light rail to Maroubra Junction then all the way to Malabar, Maroubra Beach (along Fitzgerald Av) and La Perouse, with parallel bike path		<p>Please don't. We don't want to make the same mistake.</p> <p>I would love this! And it might be one of the best options for the corridor. I think they could make it a green tram track like they have at parramatta and focus on having lots of trees to help reduce noise and improve cooling</p> <p>LR to Maroubra Junction is very much needed. So many stranded people get dumped off the LR at Juniors Kingsford every day—they just want to go another 2km to MJ.</p> <p>This is a great idea - fully support</p> <p>The light rail to Maroubra Junction is an excellent idea. There seems to be enough people that use the buses to justify the extension.</p> <p>Fitzgerald Ave is probably wide enough for a tram so this might be a good option for the tram to go to Maroubra Beach ?</p> <p>Council doesn't have authority or finances to extend light rail. This is responsibility of state government. Time to lobby Michael Daly</p>

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		<p>Can you extend the bike route to Maroubra beach - either from Maroubra Junction (to meet up with this proposed bike route) or directly to the light rail at Kingsford (using the Bundock St route that was planned but never built). Its great to put this infrastructure in at Anzac Pde, but all of us that don't live on Anzac Pde, or those that also want to get to the beach from Anzac Pde, need a way to get there and the streets are too dangerous for cycling round here.</p> <p>Completely agree - please extend bike route to Maroubra beach from Maroubra Junction and to light rail and Kingsford. Bundock street is a great route for this. Why has it not been completed? Linking all cycle paths will help overall usage, reduce our reliance on driving in the local area and help us all get healthier! Cars drive way too fast near cyclists - especially children and occasional riders who easily loose confidence riding on roads.Why doesn't the light rail extend to Maroubra Junction? - this is a major precinct for shopping and social meeting. We could reduce traffic, car dependance and make a better micro environment here if we didn't all have to drive there!!</p>
<p>Use the median strip for a dedicated bus lane that connects to the light rail so the bus does not have to sit in traffic at Maroubra.</p>		<p>Fantastic idea. Buses carry many people a bicycle only 1.</p> <p>This would be a great alternative option if they don't go ahead with a light rail extension. Fully support seperate lanes for buses in the median strip. Incentivise people to take public transport by making journeys faster than taking the car buses are a short term compromise worth considering for bringing on light rail/tram. may be integrated into in an overall project plan as an stage.</p>

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		<p>It would be great to see a dedicated bus lane in the middle of Anzac Parade that also was pedestrian and bike friendly. I understand that the cost of the light rail to Kingsford was \$1 Billion dollars per kilometer so it would be quite expensive. On the other hand a lot of the cost was moving the services like water, sewer and you would think the space along the centre of Anzac between Kingsford and Maroubra Junction wouldn't have many of those services so could cost significantly less.</p>
Make Anzac pde a 24/7 no parking zone and then add parking in the median strip.		<p>Exactly</p> <p>I put this on too before I saw you had already posted it. It makes a lot of sense to have two lanes 24/7 and move the parking to the centre.</p>
Dedicated cycle lane	To keep the cars and bikes from dodging each other every morning	<p>I've given riding a bike a go but it is scary to be riding next to cars that weigh over a ton. Having a dedicated lane seems to be the way to go in order to feel safe.</p> <p>Also to keep bikes off the footpaths. I and my kids have had so many near misses with fast-riding pushbikes.</p> <p>Completely agree! Would be safer for everyone involved, encourage the use of public transport, healthier exercise, less emissions.</p>
A fenced dog off leash area	Check Adelaide dog parks, they are amazing with tunnels and jumps and activities for dogs. Not huge either. Could fit in areas along Anzac pde	
NOT Exercise Areas or Cycle Paths - don't waste the money, just complete Light Rail to La	No-one will want to do exercise between 6 lanes of traffic, breathing in car fumes while they work out, neither will parents especially want their kids to go or play between busy roads. Cyclists are small but vocal minority, just put the public transport	<p>Light rail is a waste of time beyond Souths. It offers no advantages over buses over long distances. You need heavy rail down to Maroubra. We need to lobby for that.</p>

Idea	Explanation	Comment/response to idea
Perouse now (not in 20 years time)	<p>in for everyone's use.</p> <p>Everyone really wants people to cycle to work for the environment and their fitness levels - honestly, it would be great if it actually did happen - but the reality is that people won't use it in any meaningful numbers - so it's just a waste of space and virtue signalling by the council.</p> <p>Also, this will mean parking is hugely reduced in the central area - this is the opportunity cost of installing other elements in this limited space - negatives like this are never mentioned when the community is canvassed for feedback. This, along with the planned parking permits in the areas around Pacific Square (and existing time limits on Pacific Square underground parking), will mean huge pressure on all surrounding streets for parking.</p>	
Safe cycle lanes that cater for the family cyclists and commuter with pop-up coffee/breakfast stalls along the route	<p>Safe cycle lanes for parents with families to take to school, go to shops, connect to playgrounds and friends houses. Not just for speed demon road cyclists. Provision for pop-up coffee/breakfast stalls along the route.</p>	<p>There are a number of shops that are for lease, it makes sense that they might become cafes. Perhaps council could look at why these shops are not leased. Perhaps the rent is too high and the council could look at encouraging the landlords to reduce the rent to make it profitable to run a cafe ?</p>
Light Rail extension. In meantime cycle/walk way for exercise with public amenities and play equipment for kids. Water points for pet/people	<p>Light Rail and Walk/Bike way.</p>	<p>Great idea to include the dogs as so many people seem to have them now and after covid. The water points at Maroubra beach have a bowl at the bottom for the dogs and it would be great to have the water points that encourage people to refill their bottles rather than buy disposable plastic ones.</p>
Make it safe for kids to walk to school from	<p>Walking buses or lollipop people on Anzac parade before and after school. Would reduce traffic and parking problems.</p>	<p>The raised pedestrian zebra crossings would be good too, particularly around schools.</p>

Idea	Explanation	Comment/response to idea
Kingsford to Rainbow Street		
Centennial Park-type walking and cycling tracks	You could have dedicated cycling tracks and dedicated walking tracks to avoid collisions. Along the route you can find shaded seating, basketball courts and skate parks, and good lighting all throughout the track. The track could be well connected to existing pedestrian crossings and traffic lights.	<p>Exactly what you've said! I'd love to see all that</p> <p>Perhaps upgrade the track at Heffron Park ?</p> <p>Totally agree with this. Noisy activities like basketball, skate parks, etc. are great candidates for these areas as they are buffered and residents in this area are less noise sensitive already as we live on Anzac Pde</p>
Please don't cut down trees		If anything if they aren't using the centre section of Anzac Parade then plant trees there and make it easier for the birds in the area. So many trees have been cut down for the new developments.
Market	Weekend market place similar to Glebe/Bondi and etc. Where we can get locally made products and food.	There is one market at the church in Malabar ?
Community garage sale	Host large scale community garage sales where any resident of Randwick can book a spot to set up and sell things they no longer want like once a month.	It would be great to see the council encourage the Garage Sale trail it seems a good initiative and so much stuff seems to be thrown out. It would be great if more people took stuff for donation!
Functional cycle path	Ensure the cycle path has right of way at intersections (not constant stop-start) and a constant flow so that cyclists use the path rather than reverting to the road which can have greater utility	I agree with the idea of stop start needs to be improved.
This will make it easier to get around	Using the space along the middle of Anzac Parade to create a cycling connection is a great idea! Cycling for transport is really limited to those with a lot of gumption at the moment,	And commuters could have an easy cycle to the tram stop, where secure bike racks should be installed. More bike racks near Pacific Square and Bowen Library would also be useful.

Idea	Explanation	Comment/response to idea
	<p>everybody else is too scared to ride on the road. The cycle connection would be a game changer for people commuting from Maroubra to UNSW and would also make it easier to access the schools along Anzac Parade. There are parents who get their kids to school there by cargo bike and a dedicated cycle path down Anzac Pde would make this so much easier.</p>	<p>With UNSW I think there are a lot of international students who might not have cars. So it seems to make a lot of sense to plan for this. The new SCAPE building in Kensington has planning approval for scooter spaces instead of car spaces. I think the State Government will need to do something about approving electric scooters to make this viable.</p>
<p>Cycle path from La Perouse to Kingsford</p>		<p>Yes - and one you can cycle along without stopping every few minutes to let traffic by... traffic lights for cyclists which are set to favour the cycle lane over the car driver? Would be expensive.</p> <p>There are so many cyclists using Anzac Parade and it would be great to make it safer. The new dedicated cycling path looks fantastic that goes behind Anzac Parade however it needs to be more connected to other paths. The southern section of Anzac Parade could have much better cycle paths as people like to ride down to Bare Island and then back to Centennial Park.</p> <p>Make it a segregated cycle lane rather than just a lane, to offer physical protection for cyclists.</p>
<p>SEPARATE cycle path & walking path</p>	<p>Cyclists and walkers can't easily share the same space. It's less relaxing for walkers to have cyclists whizzing past. It would've great to have both.</p>	
<p>Don't destroy healthy trees, and plant new trees away from the centre of the corridor, to leave room for future</p>		<p>It does seem like there needs to be a long term plan that incorporates an extension to the light rail and utilises the centre corridor of Anzac Parade. Perhaps the light rail could also be put underground from Juniors to Maroubra Junction ?</p>

Idea	Explanation	Comment/response to idea
extension of the light rail.		
Create an east-west feeder cycleway along Fitzgerald Avenue, which has a low gradient and connects to Maroubra Beach and Heffron Park.		Great idea - Fitzgerald to the beach seems like it is wide enough for that feeder track.
Extend Light Rail	<p>Noisy and polluting large buses are the biggest detriment to the amenity of Anzac Parade. Nobody will want to enjoy recreation alongside those buses.</p> <p>In contrast, George Street in the City looks absolutely beautiful now, pedestrianised without buses and with Light Rail.</p> <p>Extend Light Rail alongside Kingsford, first to Maroubra Junction and then to LaPerouse, to remove buses and improve amenity.</p>	Thats a great point - hopefully more of the buses will be the electric ones in the future so they are less noisy.
Coffee/lemonade/wine kiosks along the Anzac pde bike/walking path. Kiosks like those on Rothschild Blvd in Tel Aviv would be fantastic.	Kiosks along bike path	<p>A cafe in Heffron Park would be great too .. make it like Centennial park</p> <p>Love it!</p>
Signs that alert early morning cyclists to keep quiet between certain hours when approaching	Many cyclists shout either over or stop when a large group is approaching traffic lights early morning.	

Idea	Explanation	Comment/response to idea
traffic lights due to people sleeping.		
Build a footbridge in the middle of Anzac to allow traffic free, stop free walks or runs		yes or something like Albert 'Tibby' Cotter Pedestrian Bridge
Integrated Recreational Area	<p>Make the median strip from Malabar to Kingsford a useful family friendly space with a cycle path for families, exercise stations for young an elderly, cafes to take a break or have lunch, playgrounds for kids, sport courts (soccer, basketball, etc) drinking water fountains, etc</p> <p>This pace could be used by commuters as well as residents on the weekends and promote the economic activity in this part of the council.</p>	
A dedicated cycling path along the Anzac Parade corridor makes sense, also a separate walking track is a good idea.	<p>A dedicated cycling track is a great idea - for commuters, occasional riders and also families to ride together without the fear of traffic. A walking track would be good too, the corridor is fairly well covered with trees from Maroubra to La Perouse so it would make it a nice space to walk.</p>	
Anzac still has to cater as a road for the increasing traffic from both Little Bay and tourists. Move parking to center too.	Needs to work as road too.	
Safer for Bikes to Rat-Run than me	<p>Instead of adding to the chaos, especially around Maroubra, bikes should be directed down some back streets as in Perth. Make them into cul-de-sacs to reduce thru traffic and</p>	<p>This is a good idea ! Work out the rat run with the least hills for bike paths?</p>

Idea	Explanation	Comment/response to idea
	improve safety. The work on Houston Rd was smart.	
Extend light rail to maroubra junction / pacific square	There is ample space to extend the light rail to maroubra junction / pacific square as well as running a dedicated bike lane away from the traffic. Why limit the space to only recreational, urgent need for more public transport servicing Maroubra junction.	
Whatever is done should not prevent the light rail from being extended.	Extend light rail	<p>It makes a lot of sense to extend the light rail. The Randwick line should really go all the way down to Coogee Beach and close Coogee Bay Road around the hotel and shop precinct. The line could really be extended to Maroubra Junction.</p> <p>Yes, please extend the light rail from Kingsford to Maroubra Junction (at least!).</p>
Safe cycleway and walking path	I'd love to see the central part of Anzac Parade used to create safe cycling and pedestrian connections. That would be a much better use of the space and would encourage cycling for commuters, kids and recreational cyclists	
Bring back the tram line from Kingsford to La Perouse and integrate it with cycle/walking paths.		
Light rail extension	Extend light rail to La Perouse	
Please use the space to create an express bus lane or extend	Please focus on making the commute into the city shorter and easier for people who live in La Perouse and Little Bay etc. We have so many parks and beaches in this area we do	The express bus is a great idea. One thing I have noticed is how smooth the light rail is so it would be good if council could do more to make the buses smoother such as less lane

Idea	Explanation	Comment/response to idea
the light rail to Maroubra	not need outdoor pedestrian and recreation space. We do need more express buses on Anzac Parade.	changes. It can be quite dangerous if you are standing up on the bus and it suddenly stops and it happens a lot on Anzac Parade !
Please extend light rail soon!	Would love to leave our cars at home rather than clogging traffic all all up and down, getting kids to/from school and appointments etc	
Bus and Cycle improvements to move people along Anzac pde.	<p>Dedicated bus lanes city bound on Anzac pde, separated bidirectional cycle route along Anzac pde (utilise central median where possible), improve safety of access to car parking (possible reconfigure).</p> <p>Side roads</p> <p>Cycle connection along Fitzgerald, for access to Anzac parade north-south spine corridor from Heffron and Maroubra beach.</p> <p>Snape st / Moverly rd, connection from Banks ave to south coogee.</p> <p>Improve bus priority along Maroubra Rd, maintain good level of performance as we don't need a cycleway on Maroubra rd, there are good local connections.</p> <p>Light rail to Maroubra junction would also help,</p>	
Add parking and get parked cars off Anzac Pde	No one wants to relax in between traffic ! add parking for cars so it reduces traffic for road users and walkers can use this to get from point a to b also	
Extend light rail to La Perouse or bring forward the plan to build an underground train route from La Perouse to the City.		

Idea	Explanation	Comment/response to idea
Pump track		Perhaps this could be located in Heffron Park ?
Green Spaces - native & educational	Native gardens with educational panels speaking to species info (what they are, what flora depend on it, native/medicinal uses etc) and local/indigenous connection, history and using local native language.	
Group gathering spaces - exercise or relax	<p>Meditation nooks, surrounded by garden, trees, water feature, etc</p> <p>Small group work out space - for yoga, qi gong, tai chi, meditation, exercise classes, personal training etc</p> <p>Covered area like a pagoda for weekend live music</p>	In the middle of the road?
Dog sensory garden	Small fenced area for dog off leash time, with sensory activities, bins, water, shade, dog safe plants etc	
Food/coffee cart access	Have access points along the activation strip for coffee and food carts to pull along side some of the busier areas so people can access a morning coffee or a snack on the go. Include amenities within range (seating, bins, bike racks, dog parking, toilets)	
(Inter)Change facilities - bathrooms, showers, lockers, bike racks at Transport hubs	<p>Change room facilities at each transport interchange (Maroubra Junct + Kingsford) for people who are using foot/bike commuting to join Bus or LR services.</p> <p>Change rooms, toilets, showers, lockers, bike racks, filtered water stations, etc</p>	I think this is a great idea to have a spot that you could park your bike undercover. Perhaps located near the bus stops.
Create a continuous tree canopy	By planting more, large canopy trees, the area will become cooler and more comfortable to ride, walk or play in.	Great idea - there are so many spots where the grass is poor and really a tree would be helpful especially where there is lots of concrete to keep it cooler too.

Idea	Explanation	Comment/response to idea
Turn the median into a linear park	If the entire median is given both a cycleway and footpath, along with furniture, bubblers, signs and raised zebra crossings at crossroads, the area will become a lot more desirable to exercise and travel in.	In the process the median carparks should also be removed across the entire corridor. It does seem that the centre section could be used a lot better.
Create a safer more enjoyable environment through traffic calming	The lanes along Anzac parade should be narrowed to encourage drivers to stay to the speed limit. Raised zebra crossings and raised thresholds should also be used to slow drivers down. While this construction is occurring, bus priority measures should be introduced until Light Rail is built. This could include bus bypass lanes at intersections and nicer bus stops with landscaping and bike racks.	Great ideas, the raised zebra crossings would also make it more accessible for elderly and those with impaired mobility. Less chance of tripping or slipping on hard surfaces when they are wet.
Improve parking in known hotspot zones where existing parking is unsuitable or nonexistent	As an example, folks are parking on unsealed ground just north of the Avoca St & Anzac Parade intersection. Proper sealed parking should be provided in this project, it is not acceptable to leave the parking situation in this state. Other hotspots are located on the right hand side of Anzac Parade northbound near Dan Murphy's and the south bound side of Anzac Parade heading towards Avoca St. Also Anzac Parade heading southbound past Long Bay Gaol where during work hours only one lane is available. Dedicated and properly constructed parking will help people park safely, provide access to the proposed recreation areas and improve traffic flow.	Great Idea ! - I posted a similar idea before I saw this one !
Why not build the bike track along Bunnerong road? do not extend the snail rail to La Perouse - slow, expensive, limited another monorail...	No snail rail please and why no bike lane on Bunnerong road?	I like the idea of the light rail to Maroubra Junction. I am not sure there is enough demand to La Perouse, perhaps Maroubra Beach might be the better destination ?

Idea	Explanation	Comment/response to idea
Extend the Light Rail from Kingsford to LaPerouse. Walkers and Cyclists don't mix as too dangerous. Also allow parking in the centre		
More lanes for huge increase in traffic due to council approving 100s of high rise units and duplexes. Traffic horrendous		The south bound section of Anzac Parade after Souths, around Botany Street is a real pinch point. It goes down to one lane after peak hours and buses and all the cars have to change lane it would be great if it was two clear lanes 24/7. There is an opportunity to move the parking to the middle section as cars park there already and it has become a sand trap.
I would like to see provision made for parking on both sides of road both east and west.	We have a neighbour with 5 cars, two on street, one in drive , two on median. We have a bus stop in front, as do our next two neighbours. What do we do when we have guests visiting?	
Mountain bike pump track	<p>Pump tracks are relatively small dirt tracks with banked corners and jumps suitable for bikes. They are safe for all ages and abilities and allow for fantastic development of bike skills and attract a wide variety of users and abilities.</p> <p>Some have a dirt surface, others use asphalt or more durable concrete options</p> <p>They are typically built in a way that allows for novice users as well as more advanced riders</p> <p>For examples, take a look at Thredbo, Bendigo spring valley and many others</p>	Love the idea of a mountain bike track for kids. I think there are some plans for Heffron Park to have a pump track, hopefully council can do something. I think kids need to be able to learn and get interested in cycling and it seems mountain bikes are more popular now.

Idea	Explanation	Comment/response to idea
Mountain bike trail	<p>A narrow off road trail with some banked corners, jumps, and trail features could be built down the central strip, expanding the appeal and variety of cycling usage and appealing to a wide variety of age groups, including kids and teens who are typically. Or that keen on plain bike paths (in my experience at least)</p> <p>These are often multi use and suitable for trail running as well.</p> <p>They can use areas of contour / hills to create interest (e.g. near pioneer park malabar and at the la Perouse end of Anzac)</p>	
Improve the maintenance of the services.	<p>Last week I noticed the covers to the services along Anzac Parade were badly damaged. These were things like the Gas, water and Phone pits. The ones in Kingsford were missing the lids and the one pictured outside Maroubra Junction Public School had a badly damaged temporary cover. It is not very appealing to pedestrians when it is in this type of condition. It seems that there needs to be someone from council such as the rangers monitoring the condition of the footpaths.</p>	
Cars Parking on the Nature Strip	<p>I noticed when I was walking home that cars were parking on the nature strip. It is not very appealing to be walking along the footpath and having the cars parked there. The other issue is that the cars compress the soil on the nature strip so it becomes sand that goes all over the gutters and footpath. It also means the grass wont grow well and weeds will spread there. Perhaps council could improve the parking along the centre section so the cars from the houses could park there?</p>	
Repair the broken footpaths?	<p>I noticed that the footpath has sections that have been damaged and in need of repair. Perhaps the repairs could be prioritised. The picture is an example of of the</p>	

Idea	Explanation	Comment/response to idea
	damage that is needed to be repaired.	
Replace the damaged trees	I noticed this tree that had been broken off. Perhaps council could put in place a way of maintaining the trees and replacing the ones that become damaged?	
Make Street Corners more resilient and less susceptible to damage	I noticed in Kensington damage to the kerb, it looks like trucks have hit the kerb over an extended period of time and caused damage. Perhaps there is a way to make these kerbs better and so that they dont become so damaged and unsightly for pedestrians?	
Fix Temporary Repairs outside Juniors	I noticed that there were a number of temporary repairs outside Juniors Kingsford to the pavers. Someone has used adhesive tape to cover up the damage as it seems to be a trip hazard. Perhaps this could be repaired?	
Work Closely with the utility companies?	I noticed in Kingsford that there were a lot of covers missing from the utilities. The other thing the utility companies do is spraypaint the location of the services on there. There seems to be no one that comes along and removes the spraypaint. It really is unsightly and really makes the area look unappealing and unsafe. Perhaps there is a way council can work closely with the utility companies to improve the appearance of their services.	
Get the shop owners to paint rusty/run down awnings	Could the council get the shop owners to repair the awnings, paint them if they are faded or rusty. Also many of the downpipes leak water when it is raining so if the condition could be improved that would be helpful.	

Idea	Explanation	Comment/response to idea
Get rid of the grunge appearance of buildings	There are lots of stickers that have been placed on buildings and look unsightly. There is a grunge appearance to the front of these buildings and it looks like someone could use a scraper and remove the stickers and a pressure washer to clean it. The whole area really looks unsightly. The galvanised metal could be painted so as to blend in with the tile and look more appealing.	
Painted/Powder coated Street Signs	Most of the street signs in and around Randwick are drab grey galvanised, for the Anzac Parade Precinct a bright blue could be used to improve the appearance and as we are close to the sea they are less likely to become rusty.	
Get rid of the weeds and also improve the plantings	There are lots of weeds growing along Anzac Parade in cracks in the sidewalk these could be removed. Also there are many raised planting beds that are full of weeds and rubbish that could be removed and replanted or have woodchip put in them.	
Remove the trip hazards	There are footpaths where tree roots have lifted them or they have become damaged. Perhaps council could look at removing the trip hazards by replacing the broken concrete, grinding the concrete or using asphalt?	
Overgrown Vegetation	There is a lot of overgrown vegetation along Anzac Parade. After the recent rain it has gotten worse. It would be great if Randwick Council could trim back the overgrown vegetation along the entire length of Anzac Parade.	
Repair Storm Damage	The recent heavy rain has caused damage to sections of Anzac Parade and it would be great to see this repaired.	

Idea	Explanation	Comment/response to idea
Embrace Electric Scooters in the UNSW Precinct	Perhaps electric scooters could be made legal along Anzac Parade and in particular around the university for students. The use of scooters did seem very popular in Melbourne and as Anzac Parade is very flat they could work well as a commuter option.	
Sandy strip along the centre of Anzac Parade	There is a strip of sand along Anzac Parade that is used for parking. It would be great if this was either turned into a bike/pedestrian lane or perhaps it could be asphalted over so that it would be better for parking. Since it is already being used for parking there would be no loss of green space.	
Dutch Style Bike Stand at the intersection of Avoca and Anzac Parade	At the intersection of Avoca and Anzac Parade there are four bus stops, two on Anzac Parade and two on Avoca Streets. This could be a great spot for a large undercover bike stand similar to the ones in the Netherlands. The bike stand would encourage bike useage as people could park their bike undercover and then catch the bus. There is plenty of unused space there or the stand could be located in the centre of anzac parade in the green space.	
Dedicated Boat Parking Area / Warehouse	Would it be possible for council to find a dedicated boat parking area or a warehouse that could store boats off the streets?	
Trailer Hire Service	Would it be possible to have council embrace a private provider that residents could hire a box trailer from. The commercial service could provide cheap rental. Perhaps Randwick Council could provide the space at the Randwick Recycling Depot?	
Make Anzac Parade two lanes each way 24/7 Southbound Between	The section southbound near Avoca Street allows parking after 6pm and is inconvenient for buses as they have to change lanes as well as cars. could it be a clearway 24/7 as it becomes a pinchpoint with cars changing lanes and would be much safer for cyclists.	

Idea	Explanation	Comment/response to idea
Rainbow and Avoca Streets	There is a section in the centre where cars could parallel park if needed.	
Get rid of the powerlines and move them underground	There are a lot of overhead powerlines. Would it be possible to have them removed and relocated underground to improve the aesthetics of Anzac Parade.	
Bike Repair Stand and Hydration Station	Would it be possible to look at having bike repair stand to make repairing a flat tyre easier and a hydration station that has a bubbler and the ability to refill a water bottle?	<p>Great idea, bike repair stands make it a lot easier as you don't need to worry about carrying your own tools + pump, which not everyone has</p> <p>Most of the time the tools get robbed.</p> <p>Amazing idea</p>
Bike Recycling Program and Sharing Carousel in Heffron Park	There are lots of bikes that are thrown out particularly as children grow out of bikes. The bike recycling program could work by having a designated recycling drop off at the council recycling depot in Matraville. Residents could donate their bikes to the program rather than discarding them through council cleanups. The bikes could be checked by volunteers. The volunteers could be coordinated by a council liaison officer or through a group like rotary or the cycling clubs based out of Heffron Park. A bike sharing carousel could be installed in Heffron Park so people could borrow bikes. Any abandoned bikes could be taken back to the recycling depot in Matraville to be checked and go back into the system.	
Raised Pedestrian Crossings	Would it be possible for council to consider raised pedestrian crossings for all the intersections along Anzac Parade in particular those without traffic lights. The raised crossings would make it easier to walk and also feel safer crossing the intersections. This would also make it easier for	

Idea	Explanation	Comment/response to idea
	people in wheelchairs or mobility scooters cross these intersections.	
Cycle paths no good for group road cyclists	The Anzac Pde route to La Perouse is the most popular route for groups of road cyclists in Sydney due to the lack of traffic and lights beyond Maroubra. Road cyclist wont use a cycle lane as they are actually not safe for groups at speed. They are great for encouraging kids and active transport, but not for speeds over 20km/h. Just be mindful if you build an expensive bike path and hundreds of cyclists ignore it, it will create a lot of tension and aggro with motorists.	
Community Revival	I think reviving Anzac parade and making it accessible, safe and amenable to the local community should be a high priority. The approach should be an integrated approach with consideration for local users and those travelling through the area. The integrated approach should consider urban heat island but including vegetation as much as possible and minimise climate change impacts by making active transport more appealing. Further opportunities to include solar panel canopies for shade to provide green power should be incorporated. The quartley essay by Saul Griffith titled The Wires that Bind provides some great examples of opportunity tor community renewal and future thinking urban planning.	
Reestablish Eastern Suburbs Bankia scrub vegetation along the Anzac Parade Median strip	There are a few pockets of degraded bush, for example near Fisher St; why not extend and rehabilitate them to attract ESBS animals and birds? You could make the whole area an extended ESBS interpretative walkway, with signs and plantings; and at the same time preserve the rapidly disappearing original vegetation.	I really think there should be much greater planing of Banksia's in Randwick Council area we seem to lose so many trees through development and also as the trees age and get damaged. It would be great to see them replaced and especially the grassed nature strips should have at least one new tree.

Idea	Explanation	Comment/response to idea
Increase the number of bus stops, so walkers can break their walk whenever they get tired, and to make it easier to get about.	With the light rail a heap of useful bus stops were removed, and should be reinstated. Especially the ones outside IGA and Blooms the Chemist at Kingsford Junction for 396 and 399.	
Remove car parks from the middle of Anzac Parade	They get in the way of walking along it. Instead reinstate native scrub.	
Light rail extension With cycle and walking path	Allows for multiple modes of transport and intermodal capability. (We often hear that distances are too far for cyclists and walkers; the flexibility of cycling or walking part of the way and then joining light rail to complete the journey will increase uptake, and encourage interaction with local businesses and amenities.)	<p>That is a great picture of how things could look !</p> <p>Yes! This please. Lined with indigenous shrubs. No parks or playground needed.</p>
Edible food forest/ native edibles walk & explore track	Create an interactive indigenous food forest of native indigenous foods & various plants to go walkabout, explore & taste with information signs explaining each plant & its uses. This will also encourage more native bird life & habitat for endangered species & also provide places for pedestrians to stop, sit & enjoy nature which will also & can improve people's general mental health. Also include indigenous art works and or sculptures in this walk. Let's be proud of our nation's unique heritage and one of the world's oldest living cultures that are many thousands of years old. This knowledge is precious. Let's promote it.	
urban forest and biological grey water treatment	treat water rather than allowing into the bays and ocean and use it for the cultivation of urban forestry-trees are grown for habitat, thereby improving soil health, soil carbon retention and water holding capacity. Tress can be selectively harvested on a non industrial scale for high quality timber.	

Idea	Explanation	Comment/response to idea
	this can be paired with activities that produce noise and are better suited to being away from residents eg skate, box, basketball. Incorporate cycle way, remove all cars. Any extension of light rail should not reduce green space rather should reduce roadways.	
The cycle lane sounds great - but would be even better if its linked to Maroubra beach, sports parks and to local schools		Yes, please create a dedicated bike lane from Maroubra Junction/Hefron Park to Maroubra Beach!
Please add dedicated bike lane with extension to Maroubra Beach and Hefron Park.	Help make cycling safer, more fun and inclusive - dedicated lanes encourage children, older people and occasional bike riders! They reduce accidents (evidence shows). We need to link precincts like Maroubra Beach and Hefron park so we can encourage non-car transport options - making our streets less congested and more pleasant for all of us.	<p>Yes please - extending up to Sturt Street in the north to link to Centennial Park and the future Kingsford to Coogee cycleway</p> <p>These are critical connections for cyclists! At the moment you take your life in your hands when you ride around Maroubra. Increasing cycling will also take pressure off parking at the beach and junction</p> <p>This would also support the NSW transport strategy for active travel and 15 minute neighbourhoods.</p>
A dedicated bike lane is very welcome on Anzac Parade. I cycle to work (in the CBD) this would make my trip safer.		
Improving the safety on Anzac Parade at the Pioneer Park bus stop (Malabar side)	This is a very dangerous location to cross despite many people living in the area using it everyday to walk their dogs, kids getting off the bus and wanting to cross the road etc. There should be a pedestrian	

Idea	Explanation	Comment/response to idea
	crossing which would have the benefit of slowing down vehicles.	
Dedicated bus lanes	Cheaper, quicker to implement, and more adaptable than a light rail	
Light rail and dedicated cycle way	Lobby government to extend light rail or have dedicated bus lane. Seperate cycle lane needed. Cycling on Anzac parade is unsafe as drivers get frustrated and aggressive. Lined with indigenous shrubs. No playground or parks needed on that strip, just better transport options.	
Community gardens	Community garden space for growing fruits and veggies!	
Cars and parking do not have to be compromised to provide for cyclists	Randwick City Council is diametrically opposed to cars and parking and there is no justifiable reason why one should be compromised for the other. Existing cycleways result in loss of residential parking and access to business with the result that living standards are compromised and businesses lost. All of the cycleways I see are not even suitable for cycling with bends, barriers and poor crossings and space wasting design. I am a driver and I am a cyclist. The existing shared pedestrian/cycleway along Bunnerong Road from Military Road to La Perouse is an example of how we can provide for pedestrians and cyclists and provide for street parking along the entire route allowing residents and visitors to park without conflict. There should be better path marking though. The only problem being that it should have been placed along the eastern side of the road instead of the western side with 2 dangerous cross-overs and	

Idea	Explanation	Comment/response to idea
	<p>would better link our suburbs and parklands. If such a design could be copied along Anzac Parade it could achieve the same result and kerb and road widening could facilitate this without the need for restrictive barriers. As for the wide centre strip within the divided sections of Anzac, some occasional seating, picnic and outdoor gym facilities could be spread throughout and some occasional parking bays to provide access to these facilities. Running a cycleway through these areas is problematic due to the need to cross from street to centre strip and back again as the character is not consistent and would require traffic generating crossovers. Having said all of this, I emphasise that street parking should not be compromised as parking contributes to the liveability for residents and as before said would compromise our local businesses which we all require to access, otherwise we have to travel to another location to access similar services and our local businesses and jobs will be lost. We don't want any more of our access and services lost for poor planning as we see in Kingsford, Kensington and other locations not only Randwick but adjoining local government areas as well.</p>	
<p>Cycling and foot path in the middle of Anzac Pde.</p>	<p>I am Still wondering why this never got done? Not even need to cut trees... but if gravel and voila.</p>	
<p>Install segregated cycle lanes and early release lights for cyclists so that cyclists at busy intersections</p>	<p>early release lights for cyclists ensure cyclists are separated in space and time and can clear an intersection safely and also prevents left hook accidents with motorists. They are used increasingly in the UK and could be explored here?</p>	

