



www.camwest.org.au

advocacy@camwest.org.au

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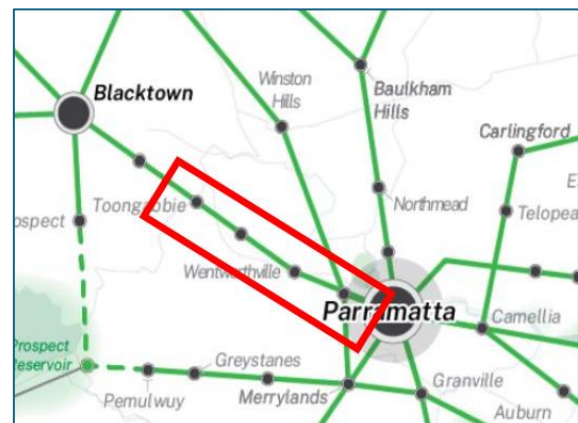
Toongabbie to Westmead Active Transport Corridor Feedback

Thank you for the opportunity to comment on the Toongabbie to Westmead Active Transport Corridor Draft Plan (*The Plan*).^[1]

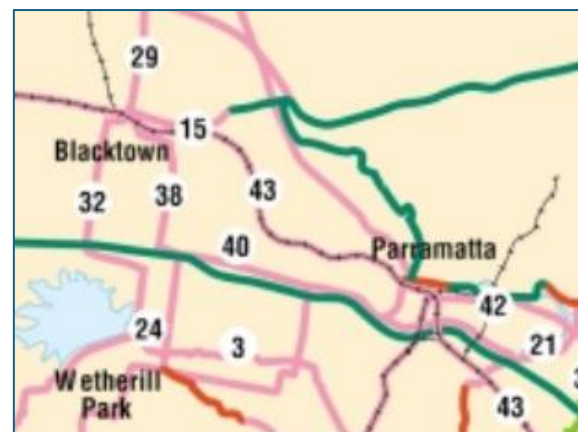
These comments have been prepared on behalf of CAMWEST, a Bicycle NSW affiliated Bicycle User Group with a focus on advocating for and encouraging cycling in Western Sydney.

Overall CAMWEST is very supportive of *The Plan* and the improved connectivity between Toongabbie and Parramatta. We can see the amount of work that has already gone into the planning, and particularly like the idea of the boardwalk at Toongabbie and the bridge over Cumberland Hwy. We hope that these initiatives can proceed along with the rest of the project.

This route forms part of an important strategic corridor identified in the Central River City Strategy,^[2] and was even earmarked back in 1999 as part of Bike Plan 2010. It's been a long time coming!



Part of this route from the Central River City Strategic Cycleways document – copied from *The Plan*.



This was also part of route 43, identified in 1999 as part of Bike Plan 2010.

➤ Possible Shortcomings:

There are several issues that we perceive as shortcomings of an otherwise comprehensive proposal:

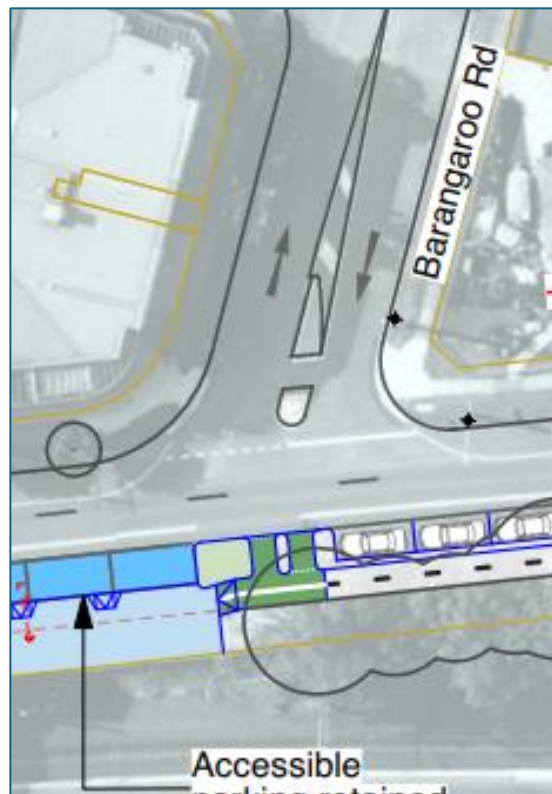
1. Wentworth Ave Crossings:

There are several additional crossings or crossing modifications of Wentworth Ave that we feel could be a part of this project. All involve streets that are identified in the Parramatta Bike Plan 2023 Refresh ^[3] as on-road routes.

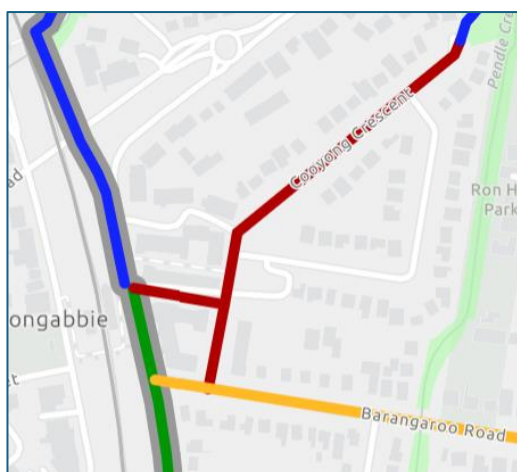
- a. **Access to Barangaroo Rd, Fettle Lane and Cooyong Crescent.** (Note that Fettle Lane is named on the Parramatta Bike Plan 2023 Refresh interactive map, but not on Google Maps or Open Street Map. It's named as Postmistress Lane on The Plan, although Google names the next laneway north as Postmistress Lane):

While *The Plan* facilitates a cycleway access point directly opposite Barangaroo Rd, bike riders will need to cross Wentworth Ave unassisted and watch out for potentially turning traffic into or out of Barangaroo Rd.

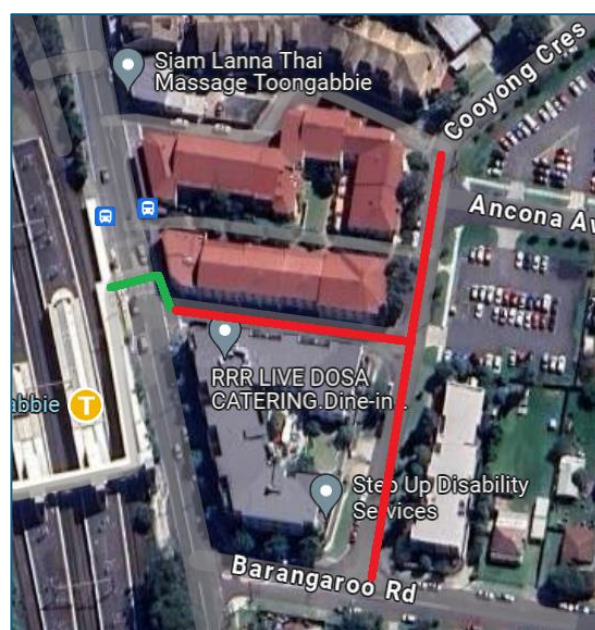
Another or an additional solution may be to modify the zebra crossing opposite Toongabbie station to a combined pedestrian and cyclist crossing, and let riders use Fettle Lane and Cooyong Crescent to access Barangaroo Rd.



Screenshot from *The Plan*



Screen grab from the Parramatta Bike Plan 2023 Refresh

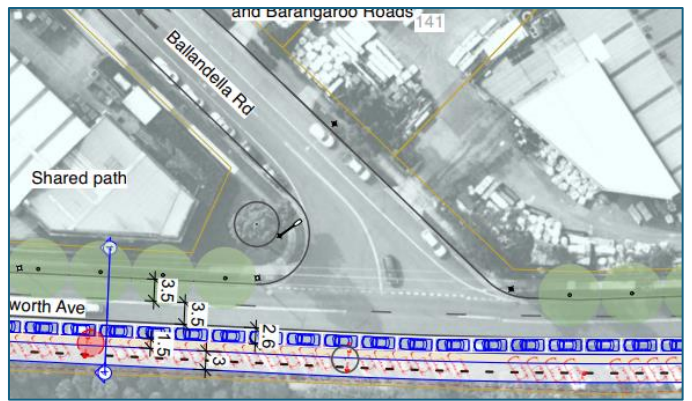


Marked-up Google Satellite view of alternative way from the Wentworth Ave cycleway to Barangaroo Rd.

b. Ballandella Rd.

There is no allowance for an access point to the cycleway from Ballandella Rd.

Although marked as an ‘on-road’ cycleway, we’re not sure whether this was omitted as riders are supposed to use the shared-path alternative (which is not currently fully usable as a shared path) that accesses Wentworth Ave via Burrabogee Rd and its associated crossing.



No ready access to cycleway from Ballandella Rd



Marked-up screenshot of the Bike Plan, showing possible alternative access to the Wentworth Ave cycleway via Burrabogee Rd, which is proposed to have a crossing of Wentworth Ave.

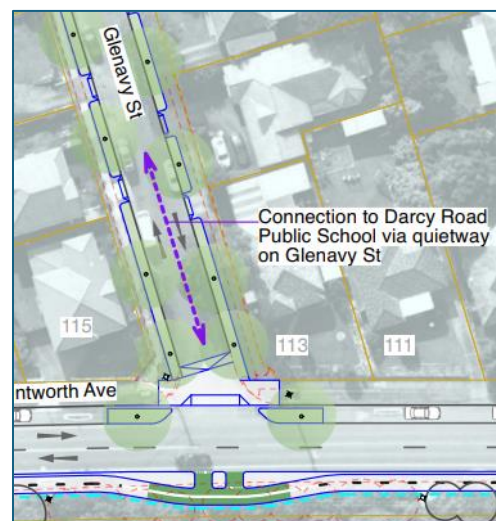
c. Binalong Rd.

There is currently no allowance for an access point to Binalong Rd, although it is noted in a comment on the diagram that: ‘Bike only refuge east and west of Binalong Rd to be investigated as part of next stage of design’.

d. Glenavy St.

Again there’s a cycleway access point directly opposite Glenavy St, but bike riders will need to cross Wentworth Ave unassisted and watch out for potentially turning traffic into or out of Glenavy St. This is being promoted as a route to Darcy Rd Public School, so presumably young children will be potential users of this route.

If possible, we think a crossing needs to be built near this intersection – or an alternative route to the school identified.



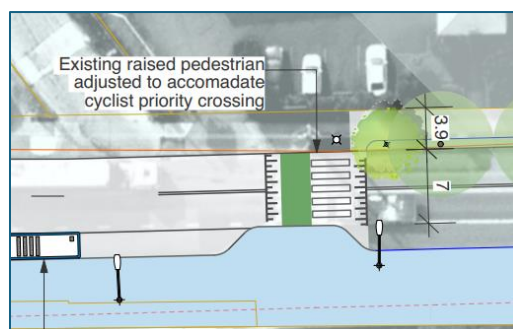
Screenshot from The Plan

2. Discrepancy between maps at Pendle Hill Railway Station Crossing

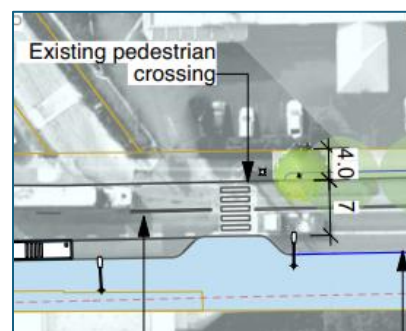
Note that on the detailed station plan, this crossing was identified as converting to a shared pedestrian and cyclist crossing, but on the larger map it remained as a pedestrian crossing.

If a cyclist crossing, there is no indication of what it would connect to on the other side of the road (i.e. No shared paths marked).

We're wondering whether the combined crossing was intended to be for Toongabbie Station rather than Pendle Hill. That would make more sense to us.



From the detailed station plans



From the overview plan

3. Bike Racks at Railway stations:

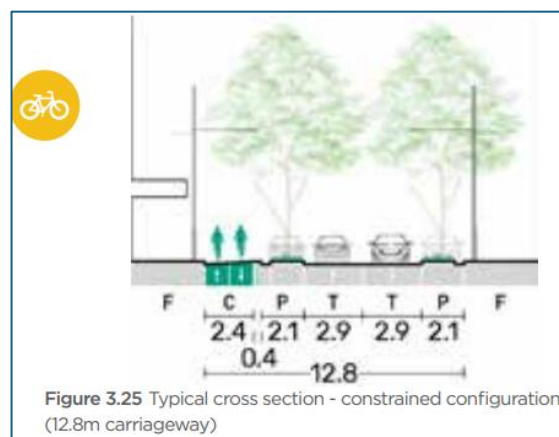
Just an observation that in the more detailed station diagrams there's bike racks specified for Wentworthville station, but we couldn't locate any for Toongabbie or Pendle Hill stations. Was this an omission or on purpose?

4. Path Widths:

As raised in other recent feedback, one of our main concerns is around the separated path widths.

The recommendation in the Cycleway Design Toolbox^[4] is for separated paths to be at least 3.0m wide where possible.

"In constrained areas where insufficient usable space is available, a narrower bicycle path can be considered. As a minimum, the bicycle path of 2.4m may be suitable for specific locations".



Taken from the Cycleway Design Toolbox^[4]

The Guide for Road Design Part 6A – Paths for Walking and Cycling^[5] has the following table:

Table 5.4: Separated two-way path widths

	Suggested path width (m)		
	Bicycle path	Pedestrian path	Total
Desirable minimum width	2.5	2.0	4.5
Minimum width – typical maximum	2.0– 3.0	≥ 1.5	≥ 4.5

We note there are several stretches of pathway that are specified as being 2.4m wide. Being one of the significant Strategic Cycleway corridors, we have concerns as to whether a path of this width can sustain the number of riders that we hope it would attract. We don't believe paths of this width are particularly future proof. Where possible, we'd request that paths be widened to beyond this minimum specification.

In the sections where the separated paths are running along the roadway, do the path width calculations include the road gutter? As a gutter is a place where road debris tends to gravitate and is generally the wettest place during and immediately after rain events, we believe they should be excluded from any path width calculations and riders should be discouraged from riding in them. During a recent rain event, I witnessed fast-flowing water across half the width of a separated one-way path on Bridge St in Glebe. The path was on an incline, as are sections of this corridor – so a similar situation could potentially occur.

If gutters do have to form part of a separated path, great care and regular monitoring need to take place to ensure the concrete gutter and road bitumen are at the same level. This minimises the risk of riders catching their tyres and falling when longitudinally transitioning between the two surfaces.

➤ Closing Comments:

- Please provide adequate wayfinding signage to guide path users and path markings to indicate where riders and pedestrians should be. There are numerous paths around Western Sydney that don't have any markings on what we think should be shared paths. These paths may be marked on some maps while not on others. Signage and markings provide clarity for all users.
- We look forward to the additional amenity and safety this route will provide when complete. It should be a major boon to Active Transport in the area and provide improved access to the railway stations and other trip generators along its length.
- We're happy to clarify any of the points outlined in this document or assist in any other way that we can.
- This feedback was prepared by Rob Kemp on behalf of CAMWEST Bicycle User Group Inc.

References:

1. <https://participate.cityofparramatta.nsw.gov.au/toongabbie-westmead-active-transport-corridor>
2. <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Strategic-cycleway-corridors-Central-River-City-overview.pdf>
3. <https://experience.arcgis.com/experience/0a72f1b10a9d4a1e959682d211db5d62/>
4. <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Cycleway-Design-Toolbox-Web.pdf>
5. <https://austroads.com.au/publications/road-design/agrd06a>