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## Wilderline to Duck River Plan Feedback

Thank you for the opportunity to comment on the Wilderline to Duck River Pedestrian and Cyclist Paths Draft Plan (*The Plan*).<sup>[1]</sup>

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* as outlined. It will provide improved connectivity between the M4 shared path at Authur St and Clyde Railway Station overbridge (and onto Factory St and the Duck River Parklands within the Cumberland LGA). The amenity will of course be increased when the Wilderline can be extended north from Hamilton St, but *The Plan* provides quite a usable and welcome first stage.

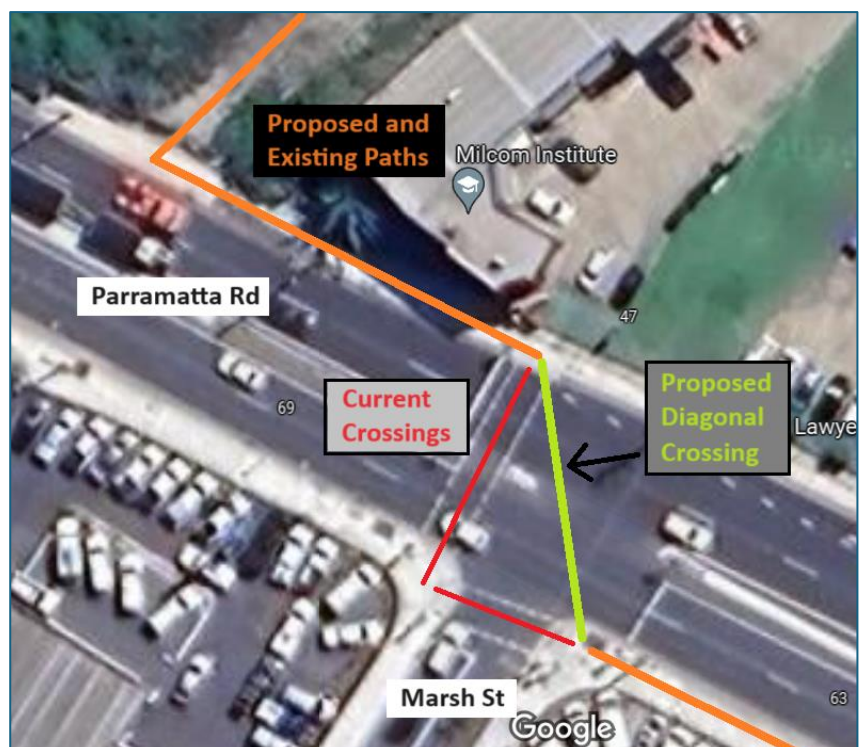
We have one main suggestion that if able to be implemented may reduce frustration for riders and pedestrians. There are also several other queries and points that we'd like noted – and answered where appropriate.

### ➤ Main Suggestion:

The main suggestion is to provide the ability to cross diagonally at the Marsh St and Parramatta Rd intersection as well as straight across. This would require traffic to be stopped on both Parramatta Rd and Marsh St. Ideally traffic could be stopped at relatively short notice, without the normal lengthy delays until the next traffic signal change.

We imagine this would be a TfNSW decision.

We feel this would be a practical implementation of the Road User Hierarchy<sup>[2]</sup>, where other road (corridor) users can temporarily take priority over motorised vehicles instead of always having to fit around the predefined traffic light cycles and vehicle movement priorities.



Marked-up Google Satellite view of the Marsh St and Parramatta Rd intersection with the proposed diagonal crossing.

## ➤ Other Queries and Points:

### 1. George St Crossing

Would making the George St crossing a raised priority cyclist and pedestrian crossing be an option? There's already a left turn lane off Parramatta Rd into George St, so vehicles turning should already be out of the main carriageway flow.

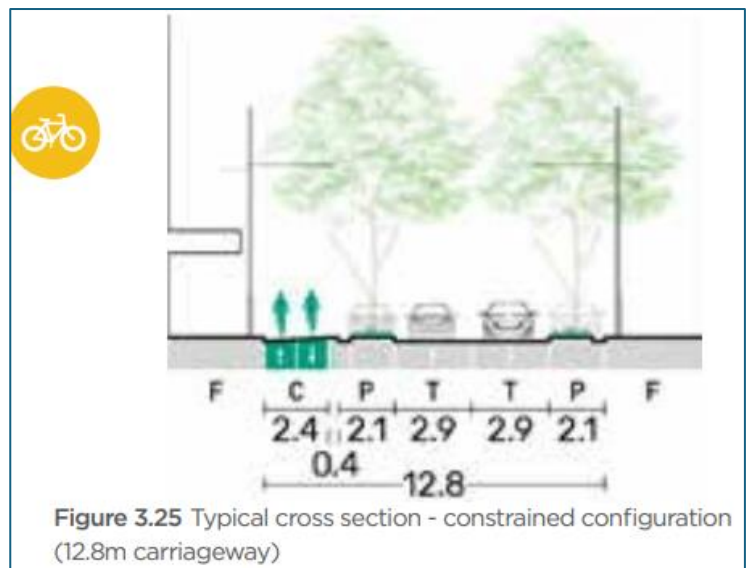


Example of a raised priority crossing.<sup>[3]</sup>

### 2. Separated Path Width

The recommendation in the Cycleway Design Toolbox<sup>[4]</sup> 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<sup>[4]</sup>

The *Guide for Road Design Part 6A – Paths for Walking and Cycling*<sup>[5]</sup> 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 a several stretches of pathway that are specified as being 2.4m wide. Our main concern is Berry St, but this appears to be quite a constrained corridor with both a separated path and a footpath with a median strip in between. We ask that wherever feasible that this width be increased.

Does part of the width calculations of the separated paths on Arthur St and Hamilton St 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.

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.

### 3. Clyde Railway Station Overbridge

We note in the supplied documentation that the Clyde Railway Station Overbridge is described as an ‘Existing shared path connection across Railway’. Although we understand representations have been made to the relevant State authorities for this to become a shared path, we haven’t heard of this being granted yet. Last time we used the overbridge there were offset barriers in place that would make riding challenging and signs asking riders to dismount.

We ask that both Parramatta and Cumberland Councils maintain active communications with the State Government entities to try to make the above statement a reality.

### 4. Wayfinding Signage and Path markings:

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.

## ➤ Closing Comments:

- We look forward to the additional amenity and safety the additions outlined in *The Plan* will facilitate for Active Transport in the area.
- 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 with input from Mark Robson on behalf of CAMWEST Bicycle User Group Inc.

## References:

1. <https://participate.cityofparramatta.nsw.gov.au/wilderline-to-duck-river-pedestrian-and-cyclist-paths>
2. <https://www.movementandplace.nsw.gov.au/place-and-network/guides/network-planning-precincts-guide/network-planning-and-design-approach/road-user-space-allocation-policy-and-procedure-modal-considerations-and-trade-offs>
3. From numbered page 1 of <https://www.tmr.qld.gov.au/-/media/busind/techstdpubs/Cycling/technical-guideline-priority-crossing.pdf>
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>