

Magda Jensen
Inner West Council
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3rd May 2023

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Dear Magda,

Re: GreenWay Missing Links

Thank you for the opportunity to comment on the draft designs for the GreenWay between Taverners Hill and Dulwich Hill.

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to *'create a better environment for all bicycle riders'*, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

Bicycle NSW is delighted to see such high-quality works proposed for the missing links on the GreenWay and fully supports the delivery of the project over the next two years.

The quality of the documentation (Figure 1) is a very positive outcome from the many years of hard work that local advocates, community groups and councils have put into getting the GreenWay to this stage. The designs for the southern section of the GreenWay reflect the community's desire for a safe, off-road corridor that facilitates active transport for people of all ages and abilities. Very importantly, the project will deliver environmental restoration of this degraded blue grid corridor between Iron Cove and the Cooks River.



Figure 1: Artist's impression of the shared user path in Johnson Park, Dulwich Hill, looking towards the Constitution Road tunnel (Source: ASPECT Studios/Inner West Council)

We applaud Inner West Council for employing world-class landscape architects to design the project. New trees and landscaping will support traffic calming, reduce urban heat and provide increased habitat. Artwork, quality finishes, play equipment, benches, bike racks and water fountains will add delight and amenity to daily trips. The GreenWay will integrate with light rail stations, delivering a multi-modal transport options that unlock car-free mobility across the city. Even better, NSW Government funding allows fantastic grade-separated intersections at Parramatta Rd, Longport St, Davis St, New Canterbury Rd and Constitution Rd.

However, Bicycle NSW would like to raise some **concerns** that should be addressed as the GreenWay Missing Links progress to the construction stages:

- The project does not include an underpass of Old Canterbury Rd at Dulwich Hill.

It is hoped an underpass will be feasible in the future. The proposed signalised crossing is only satisfactory as a temporary solution for negotiating the busy and dangerous Old Canterbury Rd.

- The East West Pedestrian and Cycle Link (EWPLC) that will be delivered by Sydney Metro is not shown or discussed in the GreenWay documentation (Figure 2), and the Greenway has not been indicated in preliminary plans for EWPLC (Figure 3).

It is important that the two projects speak to each other and create a clear and safe intersection where path users can move from one corridor to the other.



Figure 2: Although the scope of the current GreenWay Missing Links projects does not extend south of the railway line, it is important to show EWPLC on plans to ensure that all stakeholders are aware of the need to create best possible intersection between the two active transport corridors. (Source: ASPECT Studios/Inner West Council)

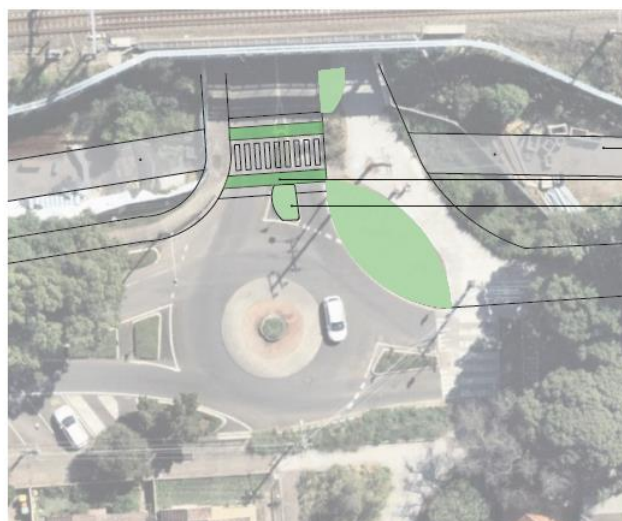


Figure 3: The proposed raised crossing of Terrace Road near the junction with Ewart St, Dulwich Hill by EWPLC does not reference the important junction with the GreenWay and the GreenWay north of the railway line is not shown on the plans. (Source: Sydney Metro)



- The design drawings do not indicate safe and rideable connections to all of the significant bike routes that intersect with the GreenWay corridor.

As shown in Figure 2, key east-west routes cross the GreenWay at Parramatta Road, Grosvenor Crescent and Longport St, Davis St, Constitution Road, and as discussed, EWPCCL near Ewart Street. Figure 3 indicates more local routes that will be considered for the future network.

The GreenWay was conceived as a “spine” that incorporates the “ribs” of the local network. However, the existing and proposed ribs are not explicitly identified in the documentation, and access to the corridor is not facilitated or improved at all crossover points. In particular, access to Davis Street is now via stairs, not a ramp as previously proposed.

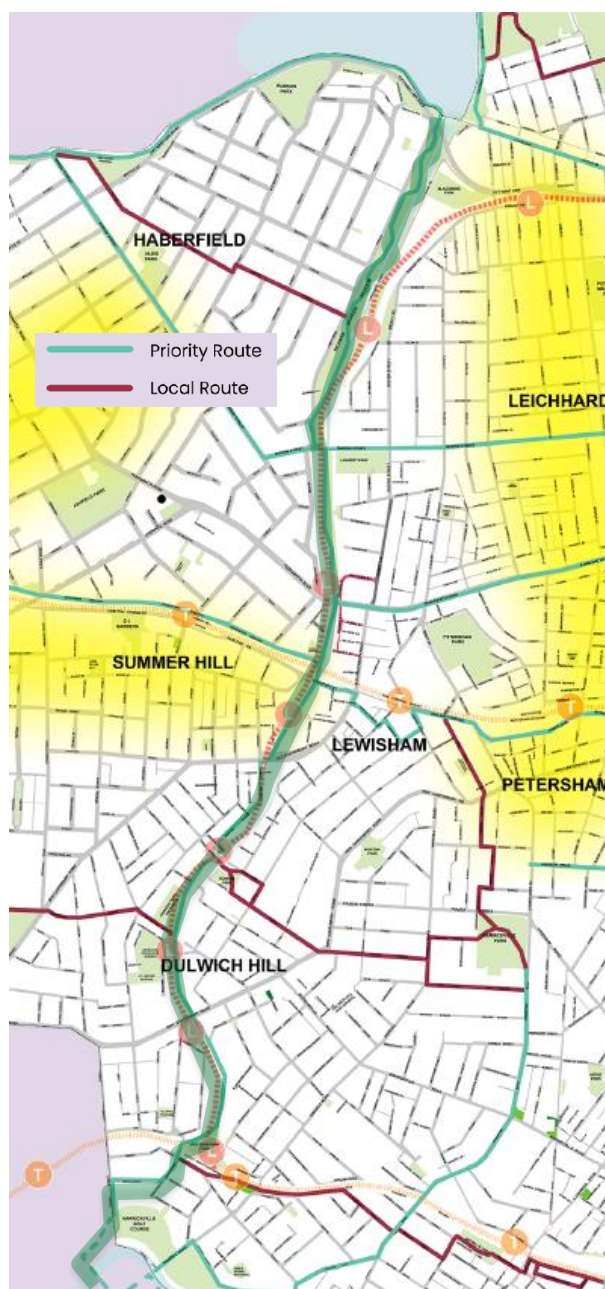


Figure 4: Extract from Inner West Council's strategic bike network (left), as established in the 2022 draft Cycling Strategy. This clarifies the key strategic routes across the LGA. The GreenWay corridor is highlighted in green (Source: Inner West Council)

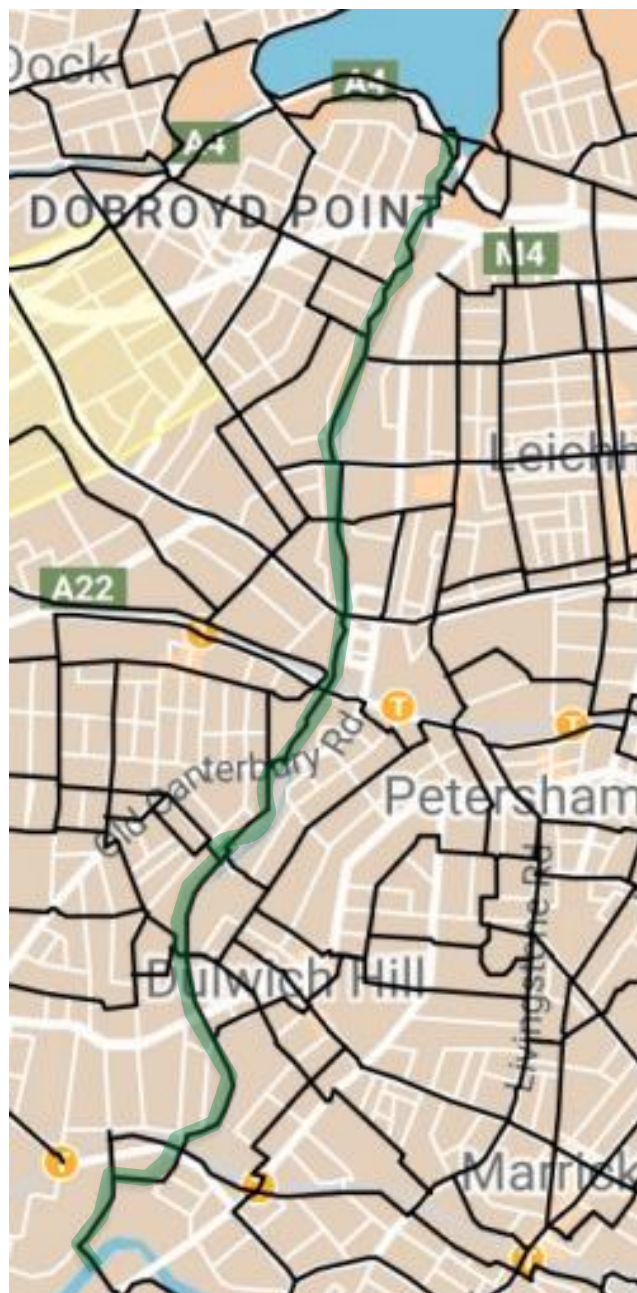


Figure 5: A draft updated network plan which includes more local routes. The GreenWay corridor is highlighted in green. (Source: Inner West Council)

Recommendations

- Improve the at-grade intersection with Old Canterbury Road. The light phasing must prioritise pedestrian and cyclist level of service. In line with the Road User Space Allocation Policy and other State and local strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure. Bicycle NSW recommends installing a second signalised pedestrian and cyclist crossing on the western side of the intersection. This would enable riders to continue on the correct side of Edward Street if heading to the Summer Hill shops via Wellesley or Smith Streets. To aid local connectivity, we also recommend constructing shared paths on both sides of Old Canterbury Rd over the railway bridge, from Weston to Toothill Street, and on the north side from Edward Street to McGill Street and beyond.
- Show the EWPLC being delivered by Sydney Metro on the design and construction documentation plans to ensure that all stakeholders are aware of the need to create best possible intersection between the two active transport corridors.
- Include proposed and existing Inner West bike network routes on the GreenWay plan to clarify the location of important nodes and access points. This will help all stakeholders to work together to accommodate best-practice future connections as part of the GreenWay project.
- Future-proof the shared path by allowing for increased demand at the outset. The minimum width of 3.5m meets Austroads standards but may not be adequate to mitigate conflict as use of the corridor grows and population increases. Extra width should be considered wherever possible, particularly at path intersections or where volumes of people walking and cycling may be high.
- To relieve pressure on the GreenWay, and offer faster bike riders a north-south route away from pedestrians, it essential to develop safe cycling conditions on parallel local streets. Prioritised cycling access on appropriate streets can be achieved with a range of traffic calming interventions to ensure very slow vehicle speeds and low traffic volumes. The TfNSW Cycleway Design Toolboxⁱ provides design standards for a 'quietway' or 'bicycle boulevard'. The network map in Figure 3 show that streets such as Hercules St, Denison St and Flood St are under consideration for the future local network and may be suitable for quietway treatments. However, close consultation with stakeholders will be required to identify the best alternative routes.
- The GreenWay shared path must offer seamless connections to bus stops as well as light rail stations to maximise opportunities for multi-modal trips. Secure bike parking should be provided at all public transport stops.
- Refer to the new Cycleway Design Toolboxⁱⁱ and the 2017 Cycling Aspects of Austroads Guides (AP-G88-17) to ensure that shared paths are constructed to current best practice.
- Ensure that new the cycle and walking infrastructure is inclusive and accommodates all types of bikes and mobility devices, including cargo bikes, tricycles, hand-cycles, recumbents and wheelchair scooters.
- Prioritise active travel at all road intersections with traffic light phasing that optimises pedestrian and bicycle level of service, raised crossings and continuous footpaths at minor intersections. Bicycle paths must continue across the raised crossings so people riding bikes are not required to dismount.
- Reduce speed limits to 30km/h on all residential streets and high pedestrian activity areas in line with global best practice and the UN resolution of August 2020.ⁱⁱⁱ

- Remove street parking where necessary to create safe raised crossings, wide shared paths and separated bicycle paths. Council must be strong when faced with resident opposition. On-street parking is fundamentally the storage of private property in the public domain. It makes driving easier and generates car trips.

Conclusion

This is such an exciting project for the Inner West community. It is clear that local and state politicians are very committed to the GreenWay and recognise the outstanding benefits for the community and the environment. Bicycle NSW hopes that this enthusiasm will drive progress on other important active transport corridors such as Iron Cove Creek and Lilyfield Road.

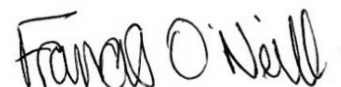
Bicycle NSW looks forward to working with Inner West Council to progress the delivery of the GreenWay Missing Links. Please reach out with any questions or help needed. If requested, we would be delighted to assist with advocating for new active transport infrastructure through our connections with politicians, Transport for NSW and neighbouring metropolitan councils.

Yours faithfully,



Sarah Bickford

Bike Planner
Bicycle NSW



Francis O'Neill

Head of Advocacy
Bicycle NSW

ⁱ Cycleway Design Toolbox: designing for cycling and micromobility. Transport for NSW.

<https://www.transport.nsw.gov.au/system/files/media/documents/2021/Cycleway-Design-Toolbox-Web.pdf>

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ⁱⁱⁱ 20's Plenty. 2020, August. General Assembly of the United Nations says 20's plenty.

http://www.20splenty.org/un_says_20splenty