

BIKE *Leichhardt*

62 Lamb St
Lilyfield 2040
25/9/2019

Inner West Council, NSW
Attention Stephen Joannidis, Mgr Urban Amenity Improvement

Submission on Lilyfield Cycleway D3 Concept Plan

In summary, Bike Leichhardt is in favour of the “keep existing, with improvements” approach, as the best way to improve safety for cyclists and to maximise the chances to get approval from residents and cyclists.

Canal to Mary/James St

In favour of an uphill bike lane 1.8 m wide with wide (150-200mm) lane lines. No concrete median on approach to Mary, to allow cyclists to spread out when waiting for green.

To aid in wayfinding we would like to see a sign post and info map at the start of Lilyfield Rd indicating options, including the low stress route to City via our preferred Supplementary Route on Francis /Allen, and also could include other options like via the LAC or Callan Park.

To reduce car door risk, remove the few car parking places opposite Malyawul St. West bound cyclists sometimes try to squeeze past queuing right turning cars from Lilyfield Rd into Malyawul St.

A connection to the bridge has been designed as part of the Greenway project. Happy with that except there is a speed hump and road narrowing included just west of Malyawul St, and bollards at the (new) bridge entry point. This is a bit aggressive and we would favour something without kerb extensions or bollards that might present a crash risk.

Remove right turn arrow into James to allow motorists to use that lane for straight through travel and reduce need to use the inside lane where cyclists can queue..

Agree with removal of a couple of car parking spaces on north side on approach to Mary St. Not so crucial on south side, but should use BMUFL sign as trialled on Lilyfield Rd near Lamb St to indicate cyclists can use the full lane and encourage cyclists to move out into the traffic lane for the down hill.

There should be more green time/shorter cycle, for cyclists on Lilyfield Rd. Mary/Jane traffic seems to be overly favoured. West bound cyclists have to wait for a long time.

Mary to Norton

Agree with indenting parking on north side to allow the eastbound bike lane to start at Mary.

Remove or close the slip lane off Mary into Lilyfield Rd, to remove crash risk if motorists do not give way exiting the slip lane. But retain access for cyclists

At Norton, the current green lane westbound does not seem to provide much protection by itself.

To improve this, look at measures such as extending the median in Lilyfield Rd to sharpen the right turn into Norton or use kerb extensions to narrow the entry, to reduce right turn conflicts with westbound cyclists and improve the crossing of Norton for pedestrians.

Norton to Balmain Rd.

Switch bike lane to the north side Norton to Rayner, as this side gets most bike traffic in the morning and is slightly uphill, with a crest and bend near Rayner. BMUFL sign at Rayner to encourage cyclists to take the lane. Share traffic westbound from the crest near Rayner to the crossing before Norton. Or look at indenting parking on the north side to get some extra width.

Balmain Rd to Catherine

Retain existing uphill bike lane/downhill share treatment, unless the previous plan's option of widening the road by relocating the southern kerb further south is still on the table, in which case a bike lane downhill on north side could be provided.

Install BMUFL signs from Balmain Rd.

At Catherine

Agree with removing the garden bend and installing a bike lane past Catherine. Requires the removal of the few car parking spots just west of Catherine and east of the driveway, to remove car door risk.

A safe means of making a right turn out of Catherine (from the new bike path on western side of the bridge) into Lilyfield Rd, and making a right turn into Catherine from Lilyfield Rd, is needed. Cyclists should also be allowed to cross on or next to the existing pedestrian crossing, similar to, as used by City of Sydney Council, on Wellington and George Sts, Redfern.

Cars often turn left across westbound cyclists into Catherine, despite the green bike lane, and some means to address this is needed, such as a kerb or corner extension on the east side of Catherine, or a raised platform crossing of Catherine that could also provide for pedestrians.

Bike lane westbound to commence before the pedestrian crossing.

Grove to Ryan St

Bike lane eastbound, share traffic westbound, unless the south side kerb can be relocated or parking removed. Consider speed reduction devices to reduce motor car speeds around the bend between Lamb and Ryan, where cars often cut the inside bend. Also consider using raised low profile rideable lane markers on the bend to deter motorists from cutting into the bike lane. Ideally remove car parking here but realise there would be resident opposition.

Ryan to Denison

Retain existing share downhill, bike lane uphill treatment, but remove green lane before and across Denison. It doesn't provide much protection and puts cyclists close to any cars nosing out of Denison. **Use BMUFL signs.**

However, if cars were banned from the non residential (south) side, width could be found for an east bound bike lane. Few cars park on that side. Trailers are now relocating to the north side and there may be an argument for removing all parking on that side east of Cecily, which has no residential direct frontage. Extra parking (if needed) could be provided in Cecily St by converting some space to angle parking. **We strongly support using the underused kerb space on Lilyfield Rd in this section for improving bicycle safety.**

As a side issue, the bike route signage at Cecily St indicates cyclists should ascend the steep hill on Cecily to get to Callan Park and Homebush Bay. This should be removed, as it is much easier to go via Denison and Cheltenham to Cecily, avoiding the hill, or a number of other ways.

Denison to Gordon

Retain existing treatment but extend the westbound bike lane (which now starts at the driveway to the old Swadlings site) further to the east, by indenting parking on south side of Lilyfield Rd (if it must be kept) into the wide verge outside the old commercial sites. Any reduction in the distance cyclists have to use a shared traffic lane from Gordon would be beneficial, and reduce the desire by many motorists to overtake westbound cyclists after Gordon.

This entire section is to become frontage to the new linear parkland so width for a bike path or lanes on both sides from Gordon to Denison (and further) should be possible, with a crossing to Easton Park.

Gordon to Victoria Rd.

Noting that the footbridge at Victoria Rd is to be removed and cyclist movement on this section of Lilyfield Rd will likely be much less, there may still be cyclists coming from The Crescent (crossings still provided on plans for Westconnex 3A) or from Quirk St, or Roberts

St (new Victoria Rd cycleway provision is yet to be settled under E58 in the Westconnex EIS).

Retain eastbound bike lane uphill from Gordon but only to the flat section, where a shared traffic lane would commence.

Mark a prominent 1.8 m bike lane from Victoria Rd to the start of the downhill section. This would give cyclists some protection from the traffic turning left off Victoria Rd. Place BMUFL signs to encourage cyclists to take the lane on the steeper downhill section to Gordon, and signs to warn following motorists to be careful when merging with cyclists when the bike lane ends.

The at-grade bicycle bypass for westbound cyclists on the speed table at Gordon should be removed, as it encourages cyclists to travel in the car door zone and lose lane position on approach and also puts cyclists close to any cars nosing out of Gordon South. The east bound bypass is better, but has an annoying uneven surface on departure over a service cover that could be fixed.

Speed reduction

A 40 K limit on parts or all of Lilyfield Rd and appropriate speed reduction treatments would improve safety of cyclists and pedestrians.

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