

The General Manger,  
Ashfield Council,  
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Dear Dr Niven,



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Contact Person:

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**18th June, 2004**

## **Submission to Ashfield Council 2004 Draft Management Plan**

### **Ashfield Bicycle Group (AshBUG)**

Ashfield Bicycle Group is a local bicycle user group, affiliated with Bicycle New South Wales. We are committed to working with Ashfield and other inner west Councils and government bodies (e.g. RTA, Environment & Area Health Services) for the improvement of cycling infrastructure, urban amenity, community health and safety. We also provide information, advice and rides for members of the local community and local schools.

Our vision is for a safe, healthy, vibrant community whose planning and infrastructure provide for greater share of transport by walking and cycling in order that the personal, community and environmental benefits of more sustainable transport can be realised. We also regard public transport services as essential.

We have noted the funds of \$40,000 for general cycle facilities and the \$20,000 targeted funding for a kids cycle contained in the draft management plan and congratulate Council and its officers for the inclusion of these programmes. We believe more should be done, particularly in the way of offroad cycle facilities and for the young so that the community can engage in this active recreation in a safe manner.

We are pleased to present this submission to the Ashfield Council's draft Management Plan for 2004/05 to 2006/07 and associated documents. We would welcome the opportunity to discuss further any of the issues in this submission.

Colin Jones  
Convenor

## **Why is cycling relevant to Council functions?**

We thought it useful to set out the ways in which cycling relates to Council's functions and major objectives over the coming term.

As an activity, riding a bicycle can serve as a form of transport and recreation. Cycling is a healthy way to get around! Cycling is also environmentally friendly: taking up little space, providing access for people of all ages and incomes, non-polluting, and conducive to urban amenity of public spaces. It is more efficient than motorised transport for short distances and cycling can serve as 'active transport' instead of car travel, thereby reducing reliance on cars (and car parking). A simple example of the efficiency gains from Bicycle use is in parking where a properly designed cycle parking area is provided a 1% provision of gross area to cycle parking would allow up to 10% additional people to use the parking area. Similarly, properly designed and provided shared cycle/pedestrian access ways reduce council's need to over provide car traffic space as better cycle/pedestrian facilities generate conversions from cars to cycling and walking.

Resolutions from the NSW Childhood Obesity Summit (2002) highlight the need for councils to take a leadership role in creating 'supportive environments' for walking and cycling. The full list of resolutions can be found in the summit Communiqué at [www.health.nsw.gov.au/obesity/adult/summit/communique.pdf](http://www.health.nsw.gov.au/obesity/adult/summit/communique.pdf). We commend to you the Local Government resolutions, which are on pages 19 & 20, and the Transport and Planning resolutions on pages 25 & 26.

## **Draft management Plan 2004/2005-2006/2007**

AshBUG notes councils desire to maintain its low debt status and believes that through imaginative processes and the use of grants, section 94 contributions and shared funding council can make significant beneficial improvements to cycling facilities in the district while reducing the maintenance load on councils assets.

AshBUG as part of its commitment to the community has commenced regular audits of the council Bike Plan and other high cycle use facilities, in accordance with Ausroads procedures, and part of this submission is based upon these audits.

## Proposed additions to the management plan

AshBUG recommends the following additions to the Management Plan

To “Our Transport and Accessibility” vision on page 7

Add - "Ashfield having a high level of bicycle safety and amenity to encourage bicycle use and support commercial, retail and civic areas including excellent intermodal transfer points."

And

Add to the end of the 2<sup>nd</sup> para “Ashfield with a well-managed state and regional road network that minimises through traffic intrusion into residential areas” the words “and creates bicycle-friendly precincts and routes”.

To the last sentence on the page, vary to include words about “cycle parking facilities to encourage both cycle and public transport usage and support commercial, retail and civic areas”

We would also recommend including words that encourage consideration of the needs of the frail, aged and disabled in the provision of transport and accessibility services as a commitment to these members of our community.

We would also recommend that the preceding points also be reflected in the section 5 visions on page 17

We would also recommend that to the section 5 Key result areas on page 17 be added:

1. Establishment of an Ashfield Bicycle consultative committee.
2. Provide for cycle user reps on the Traffic Committee.
3. Review the 1986 cycle plan, in light of demographic, demand and technology changes.
4. Modify the blister treatment on speed humps and road narrowings so as not to interfere with clear safe through paths on dedicated cycle paths.
5. Safely integrate the Hawthorn canal cycleway into the streets of Summer Hill, in particular Smith Street, to provide easy access for all, but particularly safe access for young kids and family groups. This will require upgrade work in Cadigal Reserve, Grosvenor Crescent, a shared cycleway between Cadigal reserve and the Carlton Crescent roundabout and ramps and refuges at the roundabout or further east.
6. Provide a marked pedestrian crossing in front of the Scout Hall in Marion Street Haberfield so that pedestrians and cyclists may cross without being threatened by motor vehicles. This is not only a local pedestrian facility but also part of the link connecting the northern and southern parts of the Hawthorn canal “Greenway” corridor. Improving this crossing of Marion Street will provide good continuity

between the sections and improve its attractiveness and therefore the use of this corridor as an active recreation and transport link.

7. With RTA and Canada Bay councils redesign and provide safer cycle and pedestrian access facilities at the intersection of Mortley Ave, Timbrell Drive and Dobroyd Parade to allow better cycle/pedestrian clustering at the end of the Bay Run, and cycle access to Timbrell Parade and the cycle way on Mortley Avenue.
8. Replace the current bike racking throughout the municipality with designs that inhibit damage to bikes and are more secure and observable and in this regard the racks at the pool and Haberfield need to be brought out into more direct surveillance.  
Provide additional cycle racking at Summer Hill Supermarket and Ashfield Station and where justified, approaching RTA/Department of Transport to provide a number of Cycle lockers in, at least, the Ashfield Commuter car park
9. With RTA, design and provide an extension of the Bay Run/cycle path along Iron Cove Creek to Parramatta Rd.
10. Advance plans to provide a cycle way along Dobroyd canal on the Meriton provided and Water Board land easements to at least Croydon Road and, where possible, by on and off road means to the Pool and beyond to at least Georges River Road and the Cooks River.
11. Replace the gates in Park Avenue Lane with bollards to permit this lane to be used as a safe cycle path from Roberts Rd to Milton Street, Ashfield.
12. As part of the redesign of Darryl Jackson Gardens in Summer Hill, provide a kids cycle circuit for recreation and learning. Plans should also be developed to provide a network of small cycleway circuits so that the little kids are able to learn to ride bikes in safety in their own domains.
13. Re-align the cycle path in the Richard Murden Reserve to the east of the playground equipment so that the current conflicts between children and cyclists near the play equipment and car parking is minimised.
14. Provide additional ramps and paths along Hawthorn Parade so that users have additional access points to the Hawthorn canal cycleway including access from the road at the Dobroyd Parade end.
15. Provide a contra flow cycle lane access through the current no entry area between Dobroyd Parade and Hawthorn Parade.
16. Together with RTA and Leichhardt council, acquire funding to provide shade, picnic and barbeque facilities on the old Dobroyd Parade/Lilyfield Rd Bridge.
17. Provide a Bike week barbeque at the head of Hawthorn Canal to highlight and encourage usage council's cycleways.
18. Carry out other repairs and safety measures indicated in the most recent AshBUG audit (attached).

The Ashfield Bicycle User Group is mindful of previous provisions made by council to recreational and commuter cyclists including the young. In more recent times the provision of the Hawthorn Canal cycleway, north and south sections, bridges and the Bay Run is to be commended, along with councils commitment to the Cooks River to Iron Cove Greenway. The inclusion in the draft plan for monies for some cycle facilities is particularly welcomed, including the funding for the integration of the greenway link into Cadigal Reserve and the proposed kids cycle circuit at Croydon. Council's support for the proposed lightweight truss cycle bridge between Summer Hill and Leichhardt slung under Parramatta Road and being managed by Marrickville Council is also welcomed.

**In conclusion**

We are grateful for your consideration of our submission to the Draft Management Plan and budget and trust that our suggestions and recommendations will be accommodated wherever feasible.