

Please look up "ID" number on the online map, a response is provided to each below.

ID	Sentiment	Comments	Category	Response
55	Comment	Cycleway should continue across Marsden road through Brush Farm Park. Marsden Road is too busy and dangerous.	Advocate	This feedback will be passed on to Ryde Council for their consideration
56	Object	This pathway is a dog off leash path. Too dangerous to have bikes sharing.	Resolved in Plan	It is proposed to formalise this path to allow shared use
57	Comment	Shared paths down o connell st are not adequate, neither safe for pedestrians or riders. Car traffic is too fast on this road and should be slower than 60kph	No change	O'Connell Street is the identified CBD ring road and is unlikely to change in nature in the future. The planned North-South cycleway is Marsden Street for separated facilities.
58	Comment	transport links around the station are still janky and aren't really improved by this shared path. no direct connection into the station or any bike parking facility, forcing riders onto roads with buses or through busy pedestrian areas	Resolved in Plan	Access to the station by bicycle is currently challenging with path access currently limited Station Street East and Argyle Street. Civic Link will improve access from the River but in the short term a shared path on this block will allow cyclists to ride on a path to the bike cage and bike hoops on Darcy Street.
59	Object	Access to the PAC should be able to happen by separated safe cycleways. We should be encouraging active transport to a fitness centre	Resolved in Plan	There are heritage limitations on what can be built at Parramatta Park and is subject to the direction of Parramatta Park Trust. PAC will be accessible from the CBD from the Park Parade shared path from day of opening, with the balance of the Park Parade path a priority for delivery.
60	Object	Hospital surrounds and other streets in the precinct should all have separated paths to promote "health" and active transport adjacent to light rail	Resolved in Plan	With Parramatta Light Rail there is no space for separated cycling facilities on Hawkesbury Road. Toongabbie Creek and the Tway Cycleway are the priorities for separated facilities.
61	Support	Please prioritise - it will open up access to and from Northmead homes, shops, schools, churches into the Parramatta North precinct; light rail; and act as an alternate corridor (avoiding Church St / James Ruse Drv) into Parramatta Park, Stadium, CBD.	Support for Plan	Noted, TfNSW has funded a feasibility study into this bridge.
68	Comment	This intersection will need a crossing as it is busy and dangerous with motorists using these 'B' streets to avoid Windsor and Briens Rd peak hour traffic	Resolved in Plan	A crossing is planned in this location
69	Comment	What assistance will be given to cross the busy Carlingford Road?	Resolved in Plan	Traffic signals are planned in this location, therefore a path is proposed to take advantage of a safe, new crossing point.
70	Comment	What assistance will be given to cross busy Midson Road?	Resolved in Plan	A refuge island was installed recently to improve crossing safety
71	Object	This section seems unnecessary	Resolved in Plan	This path responds to the catchment of Ngarala with a large number of students to the east, as well as the recently installed priority crossing of Midson Road.
72	Object	A separated cycleway on this section is overengineering. A painted cycleway would suffice.	Resolved in Plan	This path has been designed and approved by Council to support both the Epping to Carlingford Cycleway and riding to Ngarala
73	Object	A separated cycleway on this section is overengineering. A shared path would be consistent with adjoining sections.	Resolved in Plan	This path has been designed and approved by Council to support both the Epping to Carlingford Cycleway and riding to Ngarala
74	Comment	The current shared path/crossing between Hawkesbury road and Queen St is very difficult to use as the cycle path goes through a busy pedestrian area with a very narrow shared path. This is a weak link between the mostly off road path from the M7 cycleway	No change	Parramatta Light Rail removed the priority crossing as pedestrians and cyclists are not able to have unsignalised priority over Light Rail.
75	Support	Support a separated cycleway along Marsden/Villiers, the sooner the better!	Support for Plan	Noted
76	Comment	This is a really tricky intersection with poor visibility due to parked vehicles as well as ongoing construction activity. A midway cycle friendly median strip would help	No change	The Bike Plan identified routes at a high level, implementation will require detail design and responding to local constraints such as this comment
79	Comment	There is a gap in a bike route connecting western access to the train station along argyle st, to then get to the actual bike shed at the eastern end of the station.	No change	Because of the large number of pedestrians, there is currently no feasible path connection to the bike shed without diverting via Paramatta Square, Macquarie Street and Station Street East.
80	Comment	Why is there a gap in the bike route along Wilde Ave and Smith St?? Especially when Smith St provides a direct route to the train station bike shed from Victoria Rd.	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
82	Comment	Perhaps not the best forum for this, but the existing shared path along Pitt St is poorly signed (the blue paint is very faded south of the highway), and despite it being an existing bike route, its missing a bike traffic light at this intersection.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
83	Support	Full support for a Marsden St dedicated bike path, especially with good connections to the Western Motorway bike route.	Support for Plan	Noted
84	Support	Full support for a 2 way bike route to better connect Parramatta and Westmead Hospital, and avoiding the long 1 way Parramatta Park loop.	Support for Plan	Noted
85	Support	Full support for a new bridge, and an improved TWAY bike route. This improved route should be much better than the Cumberland Hwy & Old Windsor Rd intersection.	Support for Plan	Noted, construction will begin shortly.
86	Support	Full support for an improved connection between Parramatta Park and Parramatta city centre via George St.	Support for Plan	Noted
87	Support	Full support for an upper Parramatta river / Darling Mills Ck / Toongabbie Ck cycling route. This is an amazing idea!!	Support for Plan	Noted
89	Comment	A Windsor Rd bike route would be fantastic, provided that the path is actually good quality (i.e. not super narrow, not blocked by street light poles,...)	Support for Plan	Noted
90	Comment	A good intersection between he Parramatta Valley Cycleway and Carlingford Light Rail Cycleway would be fantastic. However, looking at the map, Im worried that there is no intersection between these bike routes.	Change - correction	Missing connecting path will be identified
91	Support	<Null>	Support for Plan	Noted
92	Support	This would be excellent to have as it offers a connection to the newly opened primary school	Support for Plan	Noted
93	Support	It would be excellent to have more separated on road cycling infrastructure. if this street can support it - that would be excellent.	Support for Plan	Noted
96	Comment	It's great to see a new dedicated bike path along James Ruse Drive and the old train line. But will there be any intersection with the Western Motorway bike route? As the Western Motorway bike route is elevated over James Ruse Drive.	Support for Plan	Yes, via Hamilton and Arthur
97	Comment	My other comment got cut off, - consider it to be "What kind of assistance will be in place to support switching to and from the separated cycle & shared paths from first & Dunlop - and then later - onto Dunlop again ?	Support for Plan	There will be a priority crossing over Dunlop Street
98	Comment	A shared path connecting Stewart Street and Pennant Hills Road would be a good idea along Marsden Road.	Advocate	This feedback will be passed on to Ryde Council for their consideration
99	Support	A painted bike lane can be worse than having nothing at all. A painted bike lane is pretend infrastructure. It does not offer any safety or protection from motor vehicles and as per surveys & studies, will not result in an increase in cycling as a result.	Support for Plan	Dunlop street has an approved path behind the kerb with associated priority crossings on side streets
100	Object	Can traffic calming be applied and the speed limit reduced to 30km/h if this must be mixed traffic and not have any proper infra.	No change	There is no proposed change to the speed limit on this street.
101	Comment	This road should connect the light rail shared path to pennant hills road shared path, currently you have to get off your bike as there is a kerb with no ramp	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
102	Support	Will this improved 2 way bike route through Parramatta Park have lighting at night? This is especially a concern as the existing Parramatta Park bike route is used by Hospital staff commuting to/from night shifts.	Support for Plan	The proposal is for a two-way lit path as per Parramatta Park Trust People's Loop
103	Comment	Please provide shard path or other active transit to the station area where there is bicycle parking	No change	There is not enough space for a shared path on the western side of Beecroft Road.
104	Object	If this must start out as a painted bike lane so be it, but then traffic calming and the speed limit should be reduced to 30km/h - proper infra would be preferable	No change	There are no plans to change the speed limit on this street.
105	Object	If this must start out as a painted bike lane so be it, but then traffic calming and the speed limit should be reduced to 30km/h - proper infra would be preferable	No change	There are no plans to change the speed limit on this street.
106	Object	If this must start out as a painted bike lane so be it, but then traffic calming and the speed limit should be reduced to 30km/h - proper infra would be preferable	No change	There are no plans to change the speed limit on this street.
107	Object	If this must start out as a painted bike lane so be it, but then traffic calming and the speed limit should be reduced to 30km/h - proper infra would be preferable	No change	There are no plans to change the speed limit on this street.
108	Object	This needs to continue north to connect to the "painted" infra north of the roundabout	Change	Painted bike lanes will be added to this block, a shared path is not feasible
109	Object	If this must start out as a painted bike lane so be it, but then traffic calming and the speed limit should be reduced to 30km/h - proper infra would be preferable	No change	There is no proposed change to the speed limit on this street.
110	Comment	The Parramatta Park Mays Hill Precinct Master Plan suggested options for a landbridge over the train tracks to better connect the split Parramatta Park. Is this landbridge still in consideration, as its missing from this map?	Advocate	This feedback will be passed on to Greater Sydney Parklands for their consideration
111	Comment	Is it possible to link this up to the existing shared path north west of this area & the surrounding areas?	Change	New proposed connection up to Tomah
112	Object	If this must start out as a painted bike lane so be it, but then traffic calming and the speed limit should be reduced to 30km/h - proper infra would be preferable	No change	There is no proposed change to the speed limit on this street.
113	Support	Full support for extending the Pitt St cycle route further north to better connect to Parramatta Park.	Support for Plan	Noted
114	Support	I love the recognised bike route for access to Lake Parramatta	Support for Plan	Noted
115	Comment	Could the bike route be extended along Bourke St for a connection with Church St? This will give new access routes to Lake Parramatta (even if it only a painted route).	Change	Bike Plan updated
116	Comment	There is a gap between Park Pde bike route and Westmead Station along Alexandra Ave. A bike route here would be great, especially for connections to PAC and Westmead Metro.	Resolved in Plan	The preferred alignment in this location is Bailey Street as per the plans of Cumberland Council.
117	Support	Full Support for extending the south side Parramatta Rive bike route further west into Parramatta Park, and for a ramp connection to Marsden St.	Support for Plan	Noted
118	Support	Full Support for a new path and access point into Parramatta Park, especially as an extension to the south side river path.	Support for Plan	Noted
119	Object	Redbank Rd bridge should have better cycle access than just a painted route, especially since it will be connecting new Toongabbie Ck cycling routes.	No change	At this stage, there are no plans for an increased level of provision on Redbank Road, current priorities are an impoved T-Way and new bidge aligned with Kleins Road.

121	Comment	Is it possible to continue the cycleway along pennant Pde through the Willoughby st? Perhaps introducing a safe raised pedestrian/cycling crossing at the intersection with Carlingford road.	Resolved in Plan	Hepburn Avenue is the preferred crossing point because of the proposed traffic lights, it will be the safest location to cross.
123	Support	Full support for Alfred St cycle way to connect the new pedestrian bridge, Rose Hill shops, and the M4 cycleway	Support for Plan	Noted
124	Object	Midson road can be fairly busy & in order to provide a better experience to travel in a north bound direction, it would be great to have proper (non-painted) cycling infrastructure here.	No change	It is not proposed to provide separated cycling infrastructure on Midson Road at this stage.
125	Comment	Consider providing cycling infrastructure in Second avenue as it is also connect to the new primary school - via Grimes lane, although it is my understanding that travel must travel in one direction on grimes lane.	Resolved in Plan	Cycling infrastructure on First Ave has been approved by Council and Traffic Committee to support riding to Ngarala.
128	Comment	If this must start out as a painted bike lane so be it, but then traffic calming and the speed limit should be reduced to 30km/h - proper infra would be preferable	No change	There is no proposed change to the speed limit on this street.
129	Comment	Currently this shared path is incredibly dangerous and needs to be redone. It would be easy to fall into traffic as the path is not wide & often the vegetation is over grown here.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
130	Comment	Would it be possible to extend the shared path further north ?	Advocate	Hornsby Shire Council is investigating potential links up to Cheltenham Station
131	Comment	Will this link up to the, hopefully not just theoretical bridge from the Crescent in Beecroft to this area ?	Advocate	Hornsby Shire Council is investigating potential links up to Cheltenham Station
132	Comment	Ray road has some fairly busy sections, so it would be great to have some sort of cycling infra for at least the busy sections.	No change	Because of the width, there are limited opportunities to provide road space to cyclists without removing parking.
133	Comment	Sections of Midson road like this & the area north of it are fairly wide & look like they may accommodate a shared or on road separated bike lane	Support for Plan	A painted bike lane is proposed
134	Comment	A pedestrian and bike crossing that would take those on the Blaxland road side directly across to the west side of Langston place would be an excellent addition here.	Change	This will be included
135	Comment	Consider adding cycling infra here to support active transit linkage to the Aquatic and leisure centre	No change	Alternatives are available on Argyle Street and Pitt Street
137	Object	Currently an awkward transition between shared path and road cycling, hence most cyclists ride on the footpath as of currently.	Change	Bike Plan updated to have short section of shared path north of Great Western highway
138	Comment	There is some cycleway here already, could the Duck River cycleway be extended here as well? It'll also link Cumberland's proposal nearby of a Duck River cycleway	Advocate	This feedback will be passed on to Cumberland Council for their consideration
139	Support	Thank goodness for this cycleway, now we can cycle in peace especially on these hills.	Support for Plan	Noted
140	Comment	Current shared path is not wide enough for pedestrians and cyclists to comfortably use. The lack of signage doesn't really help, and feels like a lacklustre terminus for the Parramatta-Glenfield Rail trail.	Change	Changed to separated pedestrian and cyclist between Marion and Parkes
141	Comment	Apparently the existing shared path gets rather busy & then it is not possible to cycle on it due to the high number of pedestrians - what can be done to improve the situation ?	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
142	Comment	The new footpaths are narrow and have raised utility access boxes in the middle of them. I hope these can be moved.	Support for Plan	The footpaths are proposed to be widened to shared paths and as many obstructions as possible removed.
143	Comment	This is the new section of grass light rail track, are you going to put a sealed concrete path beside it for pedestrians and cyclists?	Resolved in Plan	A concrete path beside the Light Rail tracks is proposed
144	Comment	Very few public transport vehicles use this bridge and it isn't open to general traffic, could cyclists share access to the vehicle lanes with the public transport vehicles?	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
145	Comment	These paths are currently very narrow. If the width remains unchanged, could they be signposted for directional traffic?	Advocate	This feedback will be passed on to TfNSW for their consideration
150	Comment	There is a missed opportunity in not having a shared path along the light rail route through Parramatta and North Parramatta.	No change	Parramatta Light Rail has precluded a shared path on Church Street.
151	Support	I would support an alternative route to North Rocks Rd that avoids the very busy Windsor Rd and James Ruse Drive intersection. Looks like this is going through the school however?? Is the shared path through to the new Woolworths still going ahead?	Change	This route is proposed to go through the school along the edge. Yes, the path to the new Woolworths is going ahead.
152	Comment	The sharp steep bend here needs to be modified for safety reasons as it is too narrow and winding.	Internal Council referral	Short term this is scheduled for line marking, and is being investigated for improvements longer term.
153	Comment	The map needs to show that there is a SEPARATE TRAIL FOR WALKERS ONLY (from Rydalmerie wharf area to Silverwater Bridge). NOT evident on this map!	Support for Plan	The green line identifies locations for separated pedestrian and cyclist paths.
154	Comment	There is NO decent connection from the end of the rail trail descent to get across to the ram	Support for Plan	Connecting Noller Parade and the bridge into the Light Rail paths is funded and in delivery
155	Comment	There needs to be a better connection and signage from Tramway to Noller Parade for cyclists to transition from Tramway Pde to Queens Wharf reserve trail! Not very safe riding along Noller Parade.	Support for Plan	The connection along the foreshore and improved connection along Noller are funded and in delivery.
156	Comment	The bend and pathway from George St trail down to the wharf trail is far too steep for cyclists and is also too narrow for safe travel when there are also pedestrians nearby.	Support for Plan	The George Street East funded project will improve this connection
157	Comment	This river crossing is FAR TOO NARROW for a public trail with usage by cyclists and walkers now due to a large increase in usage from having the boardwalk connection and increased usage around the redeveloped ferry wharf zone. IS NOT SAFE !	Support for Plan	The widening of this bridge is a project currently in design for delivery
158	Comment	This path under the Church St bridge is CLOSED so when will it be opened to cyclists and walkers??	Resolved in Plan	It is a condition of consent that the southern Lennox Portal cannot be opened until the Lennox development is complete.
159	Comment	The very old, narrow footbridge is inadequate for the future usage by both cyclists and walkers, especially as it is also an access point to the Stadium.	Support for Plan	Noted, Parramatta Park are planning a bridge to the east.
160	Comment	The section of trail to the west of the stadium has a rough gravel surface, so needs to be SEALED as are other existing links.	Advocate	This feedback will be passed on to Greater Sydney Parklands for their consideration
161	Support	I support a river bridge crossing for access to the North Parramatta historical precinct and other facilities now developed there.	Support for Plan	Noted
162	Comment	less busy and safer alternative to Ray Rd, could have painted cycleway	Change	Will identify Wycombe Street as alternative
163	Comment	less busy and safer alternative to Ray Rd, could have painted cycleway	No change	Does not connect through to N-S Ray Road
164	Comment	less busy and safer alternative to Ray Rd, could have painted cycleway	Change	Will be additional to Ray Road
165	Object	Ray Rd isn't safe to cycle with the traffic. There are steep sections where bikes are slow, they should be separated and alternative streets prioritised	No change	Ray Road is one of the few streets that connects fully east-west and is currently used by road cyclists.
166	Object	Bicycle parking at the station but no way to get to it, doesn't make sense. Need a path that's safe for bikes and pedestrians	No change	There is currently no feasible path connection to the bike shed due to competing demands on Cambridge Street.
167	Object	Steep road makes it too dangerous for a painted path, why not separate?	No change	There are no plans for a higher order of separation on this street.
168	Support	Support a LINK to the new PAC so we can get there by bike!	Support for Plan	Noted
169	Comment	Downing street is the missing link to Carlingford road overpass. There is pedestrian/bike access at the end of the street to Carlingford Rd. Please continue the shared path	Change	Shared path proposed to Carlingford Road
170	Object	A painted cycleway doesn't make sense when there is no way for cars to overtake bikes. The street is narrow with trees on the road and parked cars and a regular bus that takes up the whole road.	No change	Painted cycling infrastructure will alert drivers to the presence of cyclists.
171	Support	Support north south cycleway to link with shared pathways going east or west.	Support for Plan	Noted
172	Object	Too busy and narrow to mix with traffic. A shared path is needed here. Its not realistic to call it a bike route.	No change	Dunrossil Avenue is a quieter local street to connect two shared paths.
174	Support	support	Support for Plan	Noted
175	Support	support	Support for Plan	Noted
176	Comment	needs regular maintenance	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
177	Support	Support bridge crossing for cyclists and walkers.	Support for Plan	Noted
178	Comment	a few hundred metres of missing north-south link	Change	Painted bike lanes will be added to this block, a shared path is not feasible
179	Support	I support the infrastructure in this area to encourage ride to school	Support for Plan	Noted
180	Comment	This shared pathway needs to be widened due to increased usage since apartment developments have increased.	Resolved in Plan	A funded project is investigating how capacity and safety can be improved in this section of the river.
181	Support	support	Support for Plan	Noted
182	Support	Support bridge link to south side to access Olympic Park.	Support for Plan	Noted
183	Comment	The bridge path is too narrow for use by cyclists due to increased pedestrian traffic so can cyclists use the roadway as it is only used by buses which pass at about 15 minute intervals at most.	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
184	Comment	How can bikes/pedestrians cross Carlingford road safely?	Resolved in Plan	new signals are proposed at Hepburn that will provide a safe crossing point
185	Support	great to encourage cycling to school	Support for Plan	Noted
187	Comment	The road crossing needs to be upgraded for cyclists to safely cross due to much increased traffic volume. This is the main cycle link from the park region so is well used but now unsafe!	Resolved in Plan	An improved crossing here is proposed as part of the bridge project
189	Support	Support a wider pathway here to accommodate cyclists coming from the Olympic park precincts in both directions.	Support for Plan	Noted
190	Support	Support a safe, shared trail for cyclists along Holker St	Support for Plan	Noted
191	Support	Support a new cycling and walking trail alongside water to the point.	Support for Plan	Noted
192	Support	Support a bridge over Silverwater Road to link South St to cycle paths to Boronia St	Support for Plan	Noted
193	Comment	The two bends here are unsafe for cyclists so signage needed to 'slow down' when using this area.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
194	Support	Support new bridge and access from northside for both cyclists and walkers!	Support for Plan	Noted
195	Comment	I consider this intersection rather dangerous to persons (children especially) arriving from Goliath Ave. Dirt ought to be cleared back from NE corner to allow safer visibility of downhill cyclists along James Ruse Drive.	Resolved in Plan	This site was investigated previously and a mirror installed
196	Comment	This bend very dangerous for cyclists and pedestrians. Seen a couple falls at this corner and a couple close incidents. Need something on the approach on both sides to slow cyclists down on this bend.	Advocate	This feedback will be passed on to TfNSW who maintain the path.

197	Object	Would be better to run a walking/bike path through the park area to join upjohn park and spurway st. Park area is very under utilised. Putting pathway through would encourage a lot more people and when ground is wet, people and bikes can still use path	No change	A path is proposed in Upjohn Park and a connection to Spurway Street
198	Support	Nice to have a path to make easy access between these streets for both pedestrians and bikes	Support for Plan	Noted
199	Support	Support a new link through here to east side of creek.	Support for Plan	Noted
200	Support	Support sealed pathway for cyclists through from Spurway St.	Support for Plan	Noted
201	Support	Support Separated Cycleway along Boronia St and South St as there is an increased population-and growing.	Support for Plan	Noted
203	Comment	How will cyclists cross pennant hills road here	Change - correction	There is no proposed crossing, shared path will be extended to lights.
204	Comment	How will cyclists cross pennant hills road here	Change - correction	There is no proposed crossing, shared path will be extended to lights.
205	Comment	A lot of this section (Willoughby/Keeler St) has very wide roads where most drivers do 60km/h. Traffic calming will be needed if this can't be a separated cycleway	No change	There is no proposed change to the speed limit on this street.
206	Comment	Tricky intersection to cross	No change	No changes are proposed at this roundabout for those riding on road.
207	Support	This section is much needed to connect Epping/Eastwood	Support for Plan	Noted
208	Comment	What happened to the original plan of rerouting this section of cycleway here outlined in this project: https://participate.cityofparramatta.nsw.gov.au/t-way-cycleway	Resolved in Plan	Ferndale Close and a new bridge over Toongabbie Creek will shortly begin construction.
209	Support	Making this road look visually narrower will hopefully slow people down and make it more pleasant for pedestrians too	Support for Plan	Noted
210	Comment	Some sort of infrastructure here would be good to encourage more cycling from the medium density residential by making it more visible	No change	Essex Street is the preferred connection in this location
211	Support	This street is calm enough to be fine for mixed traffic and encourages cycling from the medium density residential by increasing visibility	Support for Plan	Noted
212	Comment	Would be good to have a link to Carlingford court	Change	On Road route now identified for Darwin Street
213	Comment	Missing link	Change	Painted bike lanes will be added to this block, a shared path is not feasible
214	Comment	Will the City of Ryde continue this path? It currently ends on a very dangerous and narrow footpath	Advocate	This feedback will be passed on to Ryde Council for their consideration
215	Comment	Agree with this and other comments. We need a better route between the river and station. The shared paths are far from ideal, but better than nothing. I don't know why you wouldn't connect Wilde Av and Smith St	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
216	Comment	There is a connection between the two cycleways through UWS grounds, but it is extremely awkward when heading to/from Parramatta. I find it safer to cut across the grass - not ideal	Advocate	This feedback will be passed on to Western Sydney University for their consideration, and noted for potential future works
218	Comment	Just don't screw up what you have already done.	Comment	It is unclear what this comment is referring to.
219	Object	DO NOT SUPPORT this bridge in this location. It should be further west away from the boat ramp.	Outside of scope	Decisions on Light Rail are outside of the scope of the Bike Plan
220	Object	DO NOT SUPPORT the planned cutting down into this hill for Light Rail and the bike path. Sure, put a bike path BUT DON'T RUIN the current street.	Outside of scope	Decisions on Light Rail are outside of the scope of the Bike Plan
221	Comment	there's already signage and faded markings on the road, why remove?	No change	Of the two, Murray Farm has the greater number of road cyclists as it is more direct, people can still ride on Karill, but it will not be marked as a formal route.
222	Comment	These streets have had markings and they are less busy than the streets around. Why not leave them as a suggested path?	No change	Of the two, Murray Farm has the greater number of road cyclists as it is more direct, people can still ride on Karill, but it will not be marked as a formal route.
224	Comment	Create a safe ride to school route	Change	Mixed traffic as additional to Ray Road
226	Support	A shared path on Fennell st would be great. This would encourage active travel to both Parramatta East and North schools. It also links nicely to Fennell St light rail and Doyle Reserve	Support for Plan	Noted
228	Comment	COP needs to explore a separated cycle facility along Buller St. It's super wide with all the parking along Doyle so could accommodate it. It would also link up with other bits of the hearty of play park network and the other bike plan links	No change	At this stage, the preferred cycling routes are Brickfield Street (on road) and Macarthur Street (path) as they have connections over Victoria Road.
230	Support	Strongly support to build this bike way in parallel to Church Steet and make Vi	Support for Plan	Noted
231	Support	Suggest restricting traffic Villiers st encouraging more bike traffic.	No change	It is not anticipated that vehicle volumes will change significantly with the planned bike path.
232	Support	Support to make Marsden Street the North/South bike artery of Parramatta.	Support for Plan	Noted
233	Support	Propose to restrict cars on Villiers Street as there are many students' traffic and it's on Aboriginal heritage precinct but facilitate North/South bike artery for Parramatta.	No change	It is not anticipated that vehicle volumes will change significantly with the planned bike path.
234	Support	Support	Support for Plan	Noted
235	Support	Support	Support for Plan	Noted
236	Support	Support	Support for Plan	Noted
237	Comment	The slip lanes on both side of Epping Road bridge are dangerous. This type of intersection is overrepresented in pedestrian/cyclist fatalities and needs to be changed if we want to encourage active transport	Advocate	This request will be forwarded to the Epping Bridge Upgrade Program
239	Comment	Time to open the bike trail around this new Light rail station as VERY problematic at present with a narrow footpath only which pedestrians use.	Advocate	This comment will be passed on to Parramatta Light Rail
242	Object	There is too much traffic as it is. It would be one of the most dangerous interstections in Sydney without having to	Resolved in Plan	It is proposed to have a cycleway separated from traffic in this location
243	Object	There is too much traffic as it is, without adding more congestion.	Resolved in Plan	It is proposed to have a cycleway separated from traffic in this location, a crossing of Briens Road would be with the pedestrian phase.
244	Object	Road is too narrow as is. Can only just fit two oncoming cars due to parking.	No change	There are no plans to change the width of the street or travel lanes
245	Object	Too much traffic as is without cyclist slowing down the traffic flow.	Comment	Cyclists are legally allowed to ride in the travel lane unless marked otherwise.
246	Object	Current bridge is too narrow.	No change	Replacement of the bridge is in no known plans.
248	Support	Love it. Would also be great to extend the footpaths on Vore St so young children don't need to be on the road.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
249	Comment	Requirements upgrades. The patkside sharedb path road is fully gravel type. Requires maintenance to have a safe ride for kids. Presently its not suitable to ride.	Advocate	This feedback will be passed on to Greater Sydney Parklands for their consideration
250	Comment	Request for access to PAC via this cycle path	Support for Plan	Noted
251	Comment	Please arrange for a bench or two for rest and ride. This area doesn't have any sitting bench in parkside	Advocate	This feedback will be passed on to Greater Sydney Parklands for their consideration
252	Support	I support this route. Access to PAC also to be considered	Support for Plan	Noted
254	Object	This is a very steep street... would be better to have a shared path along River Road or Wharf Road	No change	Spurway is preferred as it connects better with the school and local parks despite the terrain
255	Comment	Need bike parking near cafe, bike repair station would be good here too	Internal Council referral	Bike parking is available at Halvorsen Park, a tool stand will be considered.
256	Comment	There is a missing raised crossing between Rawson and Bridge street on this side - and there is a missing raised crossing for pedestrians and cyclists to cross over sides on bridge street around this area	Internal Council referral	This feedback will be passed on to the Traffic team in Council for their consideration
257	Comment	The tunnel could do with additional lighting and perhaps CCTV if there isn't any at the present time	Advocate	This request will be passed on to Sydney Trains
259	Object	Either apply traffic calming & reduce the speed limit to 30km/h or remove car parking from one side & add a bike lane or at the very least add a shared path here.	No change	Jenkins Road has an important role in traffic access and circulation, an uphill bike lane is currently the best solution.
260	Comment	Also extend footpaths so young children don't have to ride on the road.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
261	Comment	Can you build a shared path over the old creek line? Connecting the two corners together across the three blocks?	No change	This would have a significant cost for little additional benefit.
262	Comment	Can you build a shared path over the old creek line? Connecting the two corners together across the three blocks?	No change	This would have a significant cost for little additional benefit.
268	Support	I like this	Support for Plan	Noted
269	Comment	If this street is busy, then consider removing parking and having more proper cycling infra	No change	This street is not too busy, provides an alternative to Briens and is suitable for riding on road.
270	Comment	If this street is busy, then consider having more proper cycling infra	Change	Shared path added to connect Briens Road to Balmoral Road. Higher order infrastructure on Redbank Road is not currently planned.
271	Support	This seems like an excellent location for a separated cycleway	Support for Plan	Noted
273	Support	I understand this is a new foot/cycle bridge to connect the two parts of Abuklea Road across Terrys Creek. This will be a much better connection to Marsfield than the existing track next to Epping Road (which is very hilly)	Support for Plan	Noted
274	Support	This is a new bridge - with the developments in the Rosehill area this connection is essential as there is no other nearby alternatives.	Support for Plan	Noted
275	Comment	Should be a separated cycleway that removes a traffic lane. The cycleway should not turn into a shared path at intersections and there should be continuous footpaths over sides streets	Change	It is not proposed to take a traffic lane, however a separate footpath will be investigated as part of any development.
276	Comment	Carlingford Road should have a cycleway as an indirect, unprioritized route will not sufficiently encourage people to cycle	No change	Carlingford Road does not have enough space for a separated cycleway.
277	Comment	Should be a separated cycleway. In its current state the dangerous, narrow painted bike lanes in the car door zone are not appropriate connections from Epping Road to Epping Public School and Epping town centre	Resolved in Plan	It is proposed to install a shared path on northern side to improve access to the school and support trips on Pembroke Street
278	Comment	This part of Oxford St should be a car-free shared plaza with pedestrians and cyclists	No change	Changes of this scale are not proposed for Oxford Street.
279	Comment	Completely inappropriate for a shared path - there's too much foot traffic. Langston Place should be a car-free plaza	No change	Changes of this scale are not proposed for Langstone Place
280	Comment	Too much foot traffic for a shared path to be appropriate. A lane of traffic should be removed for a separated cycleway	Resolved in Plan	A wider path is proposed as part of the Epping Bridge upgrade.
281	Comment	Should be a separated cycleway here and a significant reduction in traffic lanes and speed as it is full of great businesses	No change	There is no proposal to provide cycling infrastructure of Beecroft Road

282	Comment	New LR should be extended to Rawson Street along Carlingford Road to connect to Epping Station. As much of Rawson St as possible should be pedestrianised and the giant free carpark that induces heaps of traffic should be replaced with a new development	Outside of scope	Decisions on Light Rail are outside of the scope of the Bike Plan
283	Support	Strongly support an upgraded bridge here!	Support for Plan	Noted
284	Comment	Adding my support to the call for a safe, separated route from the river to the station	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
285	Comment	Needs to be a separated cycleway to provide a safe route to Carlingford Court	No change	There is not enough space for more provision beyond the existing uphill bike lane
286	Comment	All painted bike lanes should be either separated cycleways or mixed traffic at 30km/h on calmed streets. Studies have shown painted bike lanes are often MORE dangerous as they put bikes in the door zone and provide a false sense of security.	No change	It is proposed that North Rocks Road have an up hill bike lane where space allows, this would include a buffer to allow for car doors.
287	Comment	Foot traffic is far too high for a shared path. Shared paths should only be considered on simple, low foot traffic areas. All cycling infrastructure should be built according to the NSW cycleway design toolbox to avoid making bad infrastructure.	No change	This shared path was installed many years ago and provides essential access to the station and bike shed. There are very limited options to provide separated cycling facilities in the CBD as space is very limited.
288	Comment	PHIVE would be great with bike parking	Support for Plan	Bike parking is funded for installation.
289	Comment	Shared paths are completely inappropriate in the CBD. They should be separated cycleways. Traffic lanes should be removed as much as possible so that Parramatta can develop in a pedestrian and bike friendly way	No change	The Bike Plan needs to balance the needs of all CBD users. There cannot be bike paths everywhere. Marsden Street and the Civic Link are the priority, with connecting shared paths.
290	Comment	Painted cycleway on Iron Street may not be ideal because the road is narrow and has a bus route, probably better as Mixed traffic.	Support for Plan	The Bike Plan identified routes at a high level, implementation will require detail design and responding to local constraints
291	Support	Support this route as an alternative traffic free route to Parramatta Park and the PVC	Support for Plan	Noted
293	Support	Support this as an extra traffic free connection to North Parramatta	Support for Plan	Noted
294	Support	A great alternative to the current route.	Support for Plan	Noted, construction will begin shortly.
295	Comment	For a hilly road, cyclists cannot physically go fast with motor traffic. And for a regionally significant route, shouldn't protection be here?	No change	It is proposed that North Rocks Road have an up hill bike lane where space allows.
296	Comment	Many cars speed along this section of road.	Comment	Noted
297	Object	This should be a shared path all the way to Argyle St.	No change	The pedestrian volumes are to great for a shared path in this location. An alternative is Station Street East.
298	Comment	Parramatta Public School is here. Better cycle access for kids would be great here.	Resolved in Plan	Most of the footpaths around Parramatta Public are full width and therefore do not need widening when anyone accompanying an under 16 can ride on the footpath.
299	Comment	This seems to not go anywhere. Would suggest continuing connections with George and Marsden St.	Change	Macquarie Street will be changed to road riding
300	Comment	There is no bridge here, the line is an error.	Resolved in Plan	This is a proposed new bridge by Parramatta Park
301	Comment	at high traffic commuter times, this road is very dangerous and the path is unsuitable to ride on. Foot traffic is also high because of nearby schools	Support for Plan	A new shared path is proposed for the eastern side of Bridge Road to allow bicycles to ride away from traffic.
302	Comment	cycling to work daily, this is a poorly marked and dangerous spot in high traffic times	No change	With Parramatta Light Rail there is no space for separated cycling facilities on Hawkesbury Road. Toongabbie Creek and the Tway Cycleway are the priorities for separated facilities.
303	Comment	It's rare to see more than 50% of the parking being used here. Surely a quick fix would be to change one side of the street from parking to a separated 2 way bike path. This applies also where a shared path would require the removal of mature trees	No change	It is not proposed to remove parking in this location.
304	Comment	Only one side of parking is needed, converting the other side to a separated 2 way bike lane could be a quick win to improve the area's infrastructure	No change	The Bike Plan identified routes at a high level, implementation will require detail design and responding to local constraints including this comment.
305	Comment	This appears to suggest a new Bridge, with an escarpment level change, highly sensitive State Heritage site. Not appropriate route beside Creek either side.	No change	Any future path would be designed sensitively, no objection was raised by Council's Natural Resources team
306	Comment	This appears to suggest a new Bridge, with an escarpment level change, highly sensitive State Heritage site. Not appropriate route beside Creek either side.	No change	Any future path would be designed sensitively, no objection was raised by Council's Natural Resources team
307	Object	This appears to suggest a new Bridge, with an escarpment level change, highly sensitive State Heritage site. Not appropriate route beside Creek either side.	No change	Any future path would be designed sensitively, no objection was raised by Council's Natural Resources team
308	Comment	The route actually 'dog-legs' to north of reserve under Transmission Lines, as now intended. The Tall 'killed' Stringybark must be retained and the previous single footpath construction killed this landmark remnant heritage item, and others.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints.
309	Object	The path/route needs to be considered to exclude any level-change or impact within the full TP2 of remnant Eucalypts, as smaller path constructions have killed other remnants locally, which is outrageously unacceptable.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints.
310	Object	The path/route needs to be considered to exclude any level-change or impact within the full TP2 of remnant Eucalypts, as smaller path constructions have killed other remnants locally, which is outrageously unacceptable.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints.
311	Comment	The path/route needs to be considered to exclude any level-change or impact within the full TP2 of remnant Eucalypts, as smaller path constructions have killed other remnants locally, which is outrageously unacceptable.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints.
312	Comment	This is a Highly Sensitive location for a new bridge crossing. The direct locality is extremely important with a large mature Sydney Blue Gum, powerful Owl nest habitat, riverbank erosion not suitable for any further impacts	Support for Plan	This project has been designed, approved and will shortly begin construction. It avoids the high value trees in this location.
313	Object	This is a Highly Sensitive location for a new bridge crossing. The direct locality is extremely important with a large mature Sydney Blue Gum, powerful Owl nest habitat, riverbank erosion not suitable for any further impacts	Support for Plan	This project has been designed, approved and will shortly begin construction. It avoids the high value trees in this location.
314	Object	This riparian zone is too constricted and sensitive to be reduced and modified for the construction of Separated Cycleway - however necessary. Rear of Lots Easements (DCP/LEP) additions are required full length.	No change	The Bike identifies routes at a high level, any path in this area would be outside the core riparian zone.
315	Object	This portion of cultural landscape is a filled 'river bay' that needs to be allowed for ecological restoration / or elevated bridging 'above' enhanced instream wetland.	No change	The Bike identifies routes at a high level, any path in this area would be outside the core riparian zone.
316	Object	This location of the State Heritage Wistaria Gardens is highly sensitive and cannot support new earthwork modifications for a regional Separated Cycleway. It is unclear at which level the path is proposed, either lower terrace or through the upper garden	Change	The alignment of the separated cycleway has been shifted from Wistaria Gardens at the request of Parramatta Park Trust.
317	Comment	This is a highly sensitive State Heritage archaeological/landscape site that must not be compromised by pathway civil-works. The Marsden Mill site and Endangered Ecological Community forest remnants.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints and would be at top of bank and outside of the riparian zone.
318	Comment	The section of the proposed Separated Cycleway appears to substantially impact the highly sensitive, yet constricted river margin, Historic Site /Landscape that instead requires protection & ecological restoration of remnant Sydney BlueGum Riparian forest	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints and would be at top of bank and outside of the riparian zone.
319	Object	Cyclist should be encouraged to go around ferry and bus terminal, bbq area. Pedestrians have no other way to get around this area - bikes do. Very dangerous to commuters, kids and those enjoying a walk.	Resolved in Plan	Cyclists are encouraged to use the bypass
320	Comment	Add another access point to Parramatta Park between the Rose Garden and the railway line. This allows people to avoid the current shared path which is too narrow and full of street furniture (sign posts, parking ticket machine) to be safely used	Advocate	This feedback will be passed on to Greater Sydney Parklands for their consideration
321	Comment	Kerbs at park entrance need to be updated to be wheelchair, pram and cycle usable.	Support for Plan	This would be included in any future works for Pitt and Macquarie paths
322	Comment	Will this be a new bridge or the existing one that requires bikes to be carried up and down it?	Resolved in Plan	This is a new bridge proposed by Parramatta Light Rail Stage 2
323	Comment	The road surface here is very bumpy, even by car standards, with significant traffic during peak times.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
324	Comment	This is a dangerous spot, with poor visibility of on-coming pedestrians and cyclists and high speeds because of the dip followed by hill	Support for Plan	This area will be improved and re-constructed as part of a funded project.
325	Comment	Completely agree with other comments. The cycle/pedestrian path on the bridge is very crowded whereas the roadway is virtually unused.	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
326	Comment	A good family-friendly cycle crossing of Hill Rd is needed to better connect the cycle networks on east and west sides	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
327	Comment	Can this please be open 24/7 - cycling up holkler away from SOP is dangerous especially at night. This is a much safer option.	Advocate	This feedback will be passed on to SOPA for their consideration
330	Support	Support separated cycleway along the length of Alfred St from Granville to new bridge.	Support for Plan	Noted
331	Comment	Completely agree with other comments that shared path is too crowded. The T-way is under utilised and should be opened up for cyclists..	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
332	Comment	There is often a lot of traffic along Raymond St and the roundabout is dangerous for cyclists riding on High St.	No change	High Street carries a lower number of vehicles, Wigram / Station Street is the alternative for a protected bike path.
333	Comment	Station St is too narrow even for pedestrians and now with the poles it is not comfortable to walk/cycle.	Change	Changed to separated pedestrian and cyclist between Marion and Parkes
334	Comment	There are a lot of pedestrians walking to the station and makes it difficult to cycle on shared path.	Resolved in Plan	Noted, this path was delivered a long time ago, but there is currently no spare capacity to widen in this location.
335	Object	Agree there should be shared path until Argyle St	No change	The pedestrian volumes are to great for a shared path in this location. An alternative is Station Street East.
336	Comment	There needs to be an easier way for cyclists to cross Hill Rd to access Footbridge Blvd and onto the Bennelong Bridge as this is a major bike corridor.	Resolved in Plan	The Hill Road Masterplan identifies a refuge island to improve safety in crossing Hill Road in this location.
337	Support	Good to have a shared path from PVC at Rydalmere	Support for Plan	Noted
338	Support	Good to have this link from M4 cycleway to connect with the rest of the shared path on Church St.	Support for Plan	Noted
339	Support	Support Pitt St as a shared path	Support for Plan	Noted
340	Support	Will be great when this bridge opens.	Support for Plan	Noted
341	Comment	Extending the cycle path here will allow cyclists a safer road than High St	No change	There is not enough room on Station Street north of the station for two-way cycling, and crossing Raymond Street is a challenge.
342	Comment	The south side footpath is wide enough for most bikes. Extending the shared path between Station St and Harris St would be a decent alternative to Hassall St.	Change	Parkes will be changed to shared path on southern side

343	Comment	This separated cycleway does not connect to Charles St. It's further back towards Station St and ends at, or just after, the Police HQ underground carpark. Once it ends you're either facing one-way traffic or onto the footpath.	Change - correction	Hassall St will be corrected to on road riding.
344	Comment	Would recommend extending the shared path all the way along Church St to the river, if not beyond, to allow cyclists to better support local businesses along this road.	No change	Shared paths are not supported on Church Street, Marsden Street and Civic Link will provide the cycling connection.
345	Comment	please make sure the cycleway is wide and not too bendy. These paths are used for commuting and should be practical. Being nice and wide would be great because places like meadowbank are so popular that they get blocked up on nice days.	Support for Plan	Noted
346	Comment	please let cyclists ride on the road here, the shared path is too narrow	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
347	Support	I love how this bit of the cycleway is seperated	Support for Plan	Noted
348	Comment	a safe link to the school would be good so kids can ride.	No change	The very large mature trees preclude connecting this path down to South Street
349	Object	This is a very dangerous merge (many cars do not let you enter) - when the bridge is rebuilt please consider a seperate bike path (and wider than previous paths like bennalong).	Support for Plan	A new bridge is proposed here
350	Comment	cars cross over the bike lane dangerously - please more sign posting.	Advocate	This feedback will be passed on to SOPA for their consideration
352	Comment	Can you please build a shared pedestrian and cyclist bridge over Parkes street. It's crowded and crammed during peak hour for cyclist, school kids and workers all using this intersection.	No change	At this stage, there are no plans for a bridge in this location, there is not enough room to land at either end and the approach ramping would be significant.
353	Support	Please reroute the path from Old Windsor Road so cyclists don't have to go through 3 sets of traffic lights at the intersection of Briens Road	Support for Plan	Noted, construction will begin shortly.
354	Support	I believe that having a shared path is possible - but some parking or other space may need to be removed to avoid pedestrian and cyclist conflicts during busy periods.	Support for Plan	Noted
355	Comment	A separated cycle way should be possible here - with some removal of parking - or at least a shared path via widening the footpath. Additionally the speed limit should be reduced in this area - ideally to 30km/h	No change	Changes of this scale are not proposed for Oxford Street.
356	Comment	As bike parking at the station is difficult to access, consider adding bike parking around this area - or in a covered location on High street	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
357	Comment	Consider adding bike parking in this area	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
358	Comment	Stevens St is a very wide road for such a low density area, it could absolutely support a separated path on one side of the street, also the route makes no sense diverting to Patterson St, when it could more easily follow Stevens to Spurway St	Change	Route changed to Stevens Street
359	Comment	Painted bike lanes provide zero protection to cyclists, we need hard barriers between traffic and cyclists	No change	It is neither feasible nor possible to provide physical barriers on all cycling routes.
360	Comment	absolutely agree with the other comment that the paths on this bridge are ridiculously narrow.	Advocate	This feedback will be passed on to TfNSW for their consideration
361	Comment	Spurway recieves far too much traffic to be considered safe with only a painted path, it needs separation. There are examples elsewhere in Sydney where a cycle path and a bus route coexist (e.g. Pyrmont)	No change	At this stage, there is not enough cyclists to provide separation on Spurway.
362	Comment	There needs to be a pedestrian/shared path connecting the bridge with the cycle track on this side of the bridge	Advocate	This feedback will be passed on to TfNSW for their consideration
363	Support	Excellent idea - would love to see this	Support for Plan	Noted, construction will begin shortly.
364	Comment	Need to do something about the magpie here.	No change	The Bike Plan is not able to address magpie attacks
365	Support	Cannot cycle on the road here. This is a smart idea along all of Windsor Rd	Support for Plan	Noted
368	Support	Need access to the new aquatic centre	Support for Plan	Noted
369	Comment	Need to be able to use road way, Pedestrian traffic too high for mixed use	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
370	Comment	The existing 'bike crossing' across Victoria Rd at Brickfield St is inadequate, dangerous, and not practical. Is this being improved on at all?	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
371	Support	I support a painted cycleway providing cars are unable to park on or over it, otherwise its is pointless.	Support for Plan	Noted
372	Comment	This needs to be a Shared path or there has to be a separate walking path for those who walk this pathway. This area has good water views that it needs to be a view that both cyclists and casual strollers/regular pedestrian people can enjoy	Resolved in Plan	The green line identifies locations for separated pedestrian and cyclist paths.
373	Comment	Need to be a shared path as this is also a normal walking route for some pedestrians	Resolved in Plan	The green line identifies locations for separated pedestrian and cyclist paths, pedestrians will still have access.
374	Comment	Council Rangers refuse to move trailers and boats permanently stored on the road shoulder all along Nth Rocks Road. The NSW Public Spaces (Unattended Property) Act 2021 makes it VERY clear that even if registered and legally parked they MUST be moved.	Internal Council referral	This feedback will be passed onto Council's Regulatory Services
375	Support	Great use of area beside waterway. A welcome shortcut towards Parramatta Park	Support for Plan	Noted
376	Support	There is enormous traffic here at peak hour and school start/finish. A safe bike path worul be welcome - espially for school kids	Support for Plan	Noted
377	Support	Cycleway would be welcome to open this attractive space to more people.	Support for Plan	Noted
378	Support	A cycleway leading to the historic wisteria gardens would allow more people to visit this site.	Support for Plan	Noted
379	Support	Dangerous impatient traffic. Cycling infrastrucutor would be great to slow down angry motorists.	Support for Plan	Noted
380	Support	Excellent. Looking forward to the completion of this an avoiding the traffic lights cumberland and Old Windsor Road	Support for Plan	Noted, construction will begin shortly.
381	Object	Do not support a painted cycleway UNLESS it is marked BICYCLES ONLY and prevents motorists from parking. Painted bike symbols will make this WORSE	Support for Plan	The painted bike lane would be bicycles only.
382	Object	North Rocks Road is a massive Missing-Link in the infrastructure and proper infrastructure has been "considered" for DECADES. This road is INCREDIBLY dangerous for cyclists but is the only link to North Rocks	No change	Currently, it is not possible to install a separated cycleway along North Rocks Road, the proposal is an uphill painted bike lane.
383	Comment	This path, through caber park is unrideable. It is too narrow, too windy, often wet and slippery and follows the steepest inclines. Place a straight bike path along the Northern Fence line which has he smallest descent and is straight.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints including this feedback.
384	Comment	This part near the playground is too dangerous to ride due to traffic from young kids. Put a new bikepath along the northern fence line which is straight and away from playground.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints including this feedback.
385	Comment	You know this is a dog park, right? With double gates at each end and OF LEASH dogs everywhere. You ARE kidding, right?	No change	The Bike identifies routes at a high level, during detail design the path would take into account the off leash area
386	Support	This looks fantastic. It would allow more people to access this beautiful area.	Support for Plan	Noted
387	Support	This looks fantastic. It would allow more people to access this beautiful area.	Support for Plan	Noted
388	Support	This looks fantastic. It would allow more people to access this beautiful area.	Support for Plan	Noted
389	Comment	Can we fix the surface on the bridge here? Long concrete gaps running paralell to the direction of travel are an enormous hazzard to cyclists	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
390	Comment	If you are heading to Winston Hills Shops, you turn here. Some infrastructure on the steep climb on Carolyn Chisolm would be welcome. Cyclists go to the shops too.	Change	Caroline Chisolm added, Ursula removed
391	Comment	Much easier to stay on Carolyn Chisolm here and head down hill to the Old Windsor Road Cycleway direct. Why would you dog leg through the street to end up on Gibbon road which is full of industrial trucks??	Change	Caroline Chisolm added, Ursula removed
392	Object	What is the point of this? Gibbon Road is awful to ride on, but if you had come this far up Gibbon road, you'd stay on it to Langdon.	Change	Gibbon Road is proposed to be a path, Killian removed. Portion of Langdon and Gibbon outside of CoP LGA.
393	Object	What is the point of this? If you are on Old Wndsoe, youd go down to the lights and join Gibbon at the bottom? Why the silly shortcut?	Change	Caroline Chisolm added, Ursula removed
394	Object	Have you actually cycled this hill? Carolyn Chisolm is easier.	No change	This connection was to provide an alternative to riding on the road and provide a connection between the school and T-Way
395	Object	Why turn right here? The shops are off to the left along Langdon	Change	Buckleys path is to connect two schools, Langdon changed to path to connect to shops
396	Object	Have you ever tried to cycle up Oaks road? Follow the contours of the land! Its quicker to ride around and avoid a stupidly steep climb. Did someone driving a car choose this?	No change	Oakes Road is steep but there are no alternatives.
397	Support	I support this, but why so small? Put a shared path the length of Juction road and jin Windsor Road to Old Windsoe road. Absolute no brainer.	No change	The northern side of Junction Road is in the Hills Shire LGA, this path is to connect quieter local streets with the school and park.
398	Object	Where did the shared path go? Take it all the way to Winston Hills Shops. Any idea how many school kids use the shops EVERY afternoon?	Advocate	The northern side of Junction Road is in the Hills Shire LGA, this feedback will be sent to them.
399	Object	Where did the shared path go? This is a VERY busy road connecting Windsor Road to Old Windsor road. But theres plans to put a cycleway through a dog park?	Advocate	The northern side of Junction Road is in the Hills Shire LGA, this feedback will be sent to them.
400	Support	It would e AMAZING if you actually put a shared path on Windsor road. I moved here in 1988 and the council was "considering" this back then ... 35 years later, still being "considered"	No change	The path on Windsor Road is being delivered alongside any widening and it will take time. Short term alternatives are being explored on the streets immediately west.
401	Comment	A shared or separated path along Smith St all the way to Wilde Ave seems a logical connection	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
402	Comment	Ollie Webb Reserve Playground is here. Facilities are nice though could use a bike repair station.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
403	Comment	Why is O'Connell St along this stretch no longer bike friendly as suggested by Google Maps?	Resolved in Plan	A significant portion of Church Street traffic has been diverted to O'Connell Street at Barney Street and is two lanes each way.
404	Comment	Google Maps is outdated at CommBank Stadium. Toilets and bike parking would be useful to see in this area.	Advocate	Google Maps is outside the scope of this plan, bike racks are available, Council will pass on your feedback to Greater Sydney Parklands about toilets
405	Support	This separated cycleway along Wentworth Ave is a great corridor to better connect the western areas to central parramatta	Support for Plan	Noted

406	Object	Main transport shouldn't include bikes for the other 99% of users and it wouldn't be safe	Comment	It is unclear what this comment is referring to.
407	Object	It's the main link to the industrial area where bikes can already use the road.	No change	Pine Street is a residential area
408	Object	Are you mad? Cars can barely get through here some days and you want to narrow it further? There are very few who use Spurway Street for multiple reasons including it is steep, busy, unsafe, narrows and widens.	No change	Spurway is one of the few through streets, detail design would take into account all the local constraints
409	Object	No need for a painted cycleway right near a shared path.	Change - correction	Portion of painted lanes parallel to path have been removed.
410	Object	Already shared traffic. No need for a cycle path. Doesn't get used as is.	Resolved in Plan	New paths are proposed to service the new, high density Melrose Park development.
411	Object	Already integrated with traffic for the rate occasion it is used. South is already a wide road easily shared. North is steep and winding, some side and some not. Cyclists don't use this and an average person wouldn't choose this route	Resolved in Plan	New paths are proposed to service the new, high density Melrose Park development.
412	Object	The few cyclists who are in the area move freely with traffic. A cycle lane would only cause more tricky disruption	No change	Brickfield is an important on road riding connection to the north, any painted bike lane is likely to be uphill only and make no changes to existing traffic movements or access.
413	Object	What's the point of a cycle lane here? It serves no benefit	No change	The Marsden Street Cycleway connects the northern and southern CBD with the River, and in the north of the river connects to 4 schools.
414	Object	Too narrow and busy for its own cycle way. Road is fine for them to use. Walk paths inadequate	Resolved in Plan	It is proposed to use residual road space to deliver a separated cycleway along Marsden Street.
415	Object	Again why? Riders rarely come this way. Road is big enough to share but not for a other cycle lane to be established.	No change	There is no planned bike path for Macquarie Street
416	Object	No value added here	Comment	Nothing is proposed for Pearce Lane
417	Object	No value added. Road wide enough for both to use but not for an additional bike lane to be created. Roundabouts etc on the way. Busy area	No change	The Bike Plan identified routes at a high level, implementation will require detail design and responding to local constraints
418	Object	Prospect Street doesn't need a bike lane the few bikes ever in use are easy to see in traffic. A cycle lane wouldn't benefit anyone. Alfred Street also doesn't need 1. It's set out so visibility is clear, there are trees, roundabouts narrowing a safety i	No change	A painted bike lane on prospect is about allocating some road space to a cyclist outside of the travel lane and parking lane. Alfred Street has been designed and approved and is currently in delivery.
419	Object	You can't widen the bridge but you want an additional cycle way for the tiny amount of people who would potentially use this is insane. Don't waste time, money and effort on this	Comment	It is unclear what this comment is referring to.
420	Support	Great way to link SOP to the M4 cycleway by avoiding the streets of Silverwater	Support for Plan	Noted
421	Support	Having a separated cycle path here should encourage more cyclists & users of the infra. The surrounding shared path roads - may be more beneficial to pedestrians than cyclists but I am not familiar with this area so perhaps they would also be helpful.	Support for Plan	Noted
422	Comment	This path has been built but has a fence with a locked gate across it. Do I need to borrow the key from someone? Very annoying if you waste your time riding all the way down to find it blocked 20m from the river.	Advocate	This feedback will be passed on to SOPA for their consideration
423	Comment	I assume this is a proposed path? At the moment it is blocked by a 2m timber fence with no gate. Same with many of the residential streets that run west out of Newington.	Change	Will be removed from plan
424	Comment	Currently a fence with locked gate blocking this path about 50% of the time. Obviously can't rely on my bike to get home when I don't know if I will finish work. And be too late to get through here.	Advocate	This feedback will be passed on to SOPA for their consideration
425	Comment	Path should obviously continue straight to the bridge by obtaining an easement through the Rheem carpark.	No change	There are no current plans to change access through the Rheem site.
426	Object	The steel grid system that the raised path is made from is ridiculously loud to ride over. I pity the poor residents who live alongside. Who thought you could make bicycles a source of noise pollution?	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
427	Comment	Shared path currently has a strong steel barrier built across it. I hope these are not included in any upgraded path.	Support for Plan	Proposed improvements on Harris Street will address the barriers.
428	Comment	Need to remove the homeless camp under the freeway to make women feel safe in this isolated spot.	Advocate	This feedback will be passed on to TfNSW for their consideration
429	Comment	Slow cyclists would prefer using this walkway rather than Avenue of Oceania. But it's not marked as a cycle path currently?	Change - correction	TfNSW Cycleways finder identifies a shared path on southern side of Pierre de Coubertin Park
430	Comment	I always use the roadway because the path is blocked with pedestrians. Am I wrong?	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
431	Support	Excellent, this will make a nice connection to the M4 path.	Support for Plan	Noted
432	Support	Wonderful.	Support for Plan	Noted, construction will begin shortly.
433	Comment	Beaconsfield Rd crossing at Silverwater Rd involves crossing 2 x 3 lanes of traffic moving at 70kmph. Heading south on Silverwater there are traffic lights at M4 intersection but SE island is small. Another option is to build a bridge across.	Change - correction	This was a mapping error, west of Silverwater Road route will be shifted to Deakin Street
434	Comment	Existing path, but no kerb ramp to Canarvon St road surface.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
435	Comment	Some reasonable tight inverted-u barriers at road crossings. Depending on rider skill, these can be challenging on a standard bike, but may not be usable with longer bikes and mobility scooters.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
436	Comment	Not marked as a shared path on this map, this 2m wide bridge spanning the M4 connects to the M4 path on the south side and a cycling route to Auburn. The inverted U barriers are very tight (and on a hill) virtually preventing riding standard bikes.	Advocate	This feedback will be passed on to TfNSW, the bridge asset owner.
437	Comment	Some thought needs to be given as to how riders access the M4 path safely from Stubbs St.	Resolved in Plan	Access is available from Melton Street overbridge.
438	Comment	This path between the Louise Savage Path and Newington Blvd is at least 2.5m wide and more than 3m in places. It would form part of an excellent link to Newington Shops.	Change - correction	TfNSW Cycleways finder identifies this a shared path
439	Comment	The path alongside Ave of Oceania between Ave of Europe and Newington Blvd is 2.5m wide, but not classified as a shared path. Linkage with other path from Louise Sauvage path would provide connectivity to the shopping precinct.	Change - correction	These footpaths are only 2.0m wide. TfNSW Cycleways finder identifies a shared path on southern side of Pierre de Coubertin Park
440	Support	I fully support this future shared path. It would provide some needed connectivity if built before the paths along the creek. It would be good if there was a direct signalled crossing of Briens Rd at the T-way without having to cross the T-way as well.	Support for Plan	Support noted, an additional leg on the western side is unlikely to be supported by TfNSW as it would impact on the T-Way bus service.
441	Support	Looking forward to this path being constructed - and linking to the existing Finlayson Ck path in the Cumberland LGA.	Support for Plan	Noted
442	Support	I support this proposed bridge across Parramatta River, presumably to be used by cyclists as a replacement for the current Noller ('Green') bridge to the west.	Support for Plan	Noted
443	Comment	There's no mention of the existing shared path here to Wentworth Common and Kevin Coombs Ave near Olympic Blvd. Agree with other comment regarding dangerous crossing of Bennelong Pkwy near here.	Change - correction	Include Wentworth Common path
444	Comment	Pippita Rail Trail (under investigation) really needs to cross Edwin Flack Ave here and continue onto existing path around the Warm Up track and alongside Shane Gould Ave to Olympic Blvd. Trail on south side of Edwin Flack already on high embankment.	Advocate	This feedback will be passed on to SOPA for their consideration
445	Comment	Please improve safety at this intersection. Cars queue waiting to turn right onto PHR but the left lane is free flowing causing part of the crossing to be blind	No change	The crossing distance was recently narrowed here, no further minor changes are possible until traffic lights are approved by TfNSW.
446	Comment	Would be better to move shared path to other side of the road so that the shorter and safer crossing can be used	No change	A shared path was proposed on the western side of Marsden Road in recent history, however it was not supported by local residents and the Council
451	Comment	This part of the path is so level that a small amount of rain takes days to fall away. What about a little fall??	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
452	Comment	Any widening of the Cycleway needs to deviate around and outside the "last remnant" Forest Red Gum near the crossing and remove as much older pavement [carefully] that is inside the TPZ, to feature and ensure greater long-term wellbeing and regeneration	Support for Plan	Any future shared path would avoid the tree.
453	Comment	The route detail loops around below the Mons Rd bridge	Change - correction	Bike Plan corrected
454	Comment	The route needs to be an elevated bridge that deviates around all remnant Blue Gums, with least impact, and be supported by substantial bush-regeneration, riverbank weed/erosion stabilisation with natural systems of Casuarina.	Support for Plan	Noted, the bridge and boardwalk avoid significant trees.
455	Object	This should be a separated cycle path or at least a shared path for a safe direct route from Carlingford to Epping. If there can't be a train line to join these suburbs at least make the cycle path convenient and safe.	No change	The extension of the path is along Barellan - Willoughby - Dunlop
456	Object	Should be separated cycleway or at least shared path to allow safe link from Parramatta Carlingford shared path.	No change	Boundary Road is a quiet dead-end street, a mixed traffic treatment is suitable.
457	Support	Support bridge providing north south link	Support for Plan	Noted
458	Comment	Might be Cumberland Council but there is an awkward part coming off the shared path where the kerb ramp doesn't align.	Advocate	This feedback will be passed on to Cumberland Council for their consideration
459	Comment	Agree that the shared path should continue along Macquarie St to provide link from Church St.	Change	Macquarie Street will be changed to road riding
460	Comment	Not sure what the point of this cycleway is as it doesn't lead anyway.	Resolved in Plan	This route leads to the overbridge of Carlingford Road
461	Object	Hospital should have separated cycleways or at least shared path. Not ideal to share with drivers already stressed driving from or to hospital.	No change	Parramatta Light Rail has precluded any additional cycling provision on Hawkesbury Road.
462	Comment	It would be better to have a separated cycleway or shared path to provide safe link to ferry wharf.	Resolved in Plan	Access to the ferry Wharf via path can be made on the River or George Street.
463	Support	Support safe, separated cycleway along Holker St.	Support for Plan	Noted
464	Comment	This bridge is too narrow for pedestrian and cyclist access at the same time	Advocate	This feedback will be passed on to Greater Sydney Parklands for their consideration
465	Support	Safe connections to the established separated pathways are ideal and will get people to use them more	Support for Plan	Noted
466	Support	A bike path running along the length of Windsor Rd would be a game changer for cycling into Parramatta. The current alternative through Northmead is confusing, extremely difficult and unsafe.	Support for Plan	Noted
467	Support	There are a few cyclists in this group of houses and this will give direct access to the Light Rail Bike Ways	Support for Plan	Noted
468	Comment	The Dundas shops access from Kissingpoint Road has been completed. Can you please open this access to allow foot and bike traffic to use the path.	Advocate	This feedback will be passed on to Parramatta Light Rail
469	Comment	This section looks like a new bridge crossing the channel.:)	Support for Plan	Noted
470	Comment	This is no doubt been investigated, however a 20m cyclebridge over the McCoy Basin Spillway would be useful to complete Pedestrian loop tracks, together with a 10m bridge HERE, rather than at twin-channel junction (as shown)	No change	A long bridge in this location is unlikely to be financially feasible.

471	Object	This new bridge may not be the best location. Suggest further down channel (10-15m) ridge paired with a Tucks Rd Connecting foot-bridge over McCoy Basin (20m).	No change	A shorter bridge in this location is more likely to be financially feasible.
472	Comment	could this section be pedestrian only as picnickers with young children are often here and play on the track. Bike riders can access the toilets and ferry stop through the car park	No change	At this stage, it is not planned to change this path from shared to pedestrian only as cyclists do use the BBQ's, ferry wharf, toilets and bike parking.
473	Comment	there is a pedestrian only detour not represented on the map here. Could the section of shared track between the pedestrian only area and the seperated section be made bike only. Also when entering the bike track from Jean st there is limited vision when	Resolved in Plan	There is a funded project in this location that will resolve the issues identified in his comment.
474	Comment	this area has high pedestrian activity, especially those with young children. Can signage be displayed to remind them it is a shared path and not to stop and chat in the middle of it. and also signage to show them how to keep theie pets and children safe	Resolved in Plan	A funded project is investigating how capacity and safety can be improved in this section of the river.
475	Comment	this is way too close to the soccer fields and I have already seen a bike rider have a near miss with a stray soccer ball. I would consider the high barrier fencing to stop balls or moving the soccer games so they are not as close to the track	Internal Council referral	This feedback will be passed on to the Open Space team in Council for their consideration
476	Comment	The break in the bike path between this point of Darcy Road to Fulton Ave means a cyclist is suddenly faced with the issue of drivers expecting cyclists to get out of their way.	Change	Path continued to Railway Street.
477	Comment	I have cycled through this area several times to get from Westmead to Parramatta. There are a lot of one-way streets and the bike path in this area allows you to get across easily but the return journey is not possible without a major detour.	Support for Plan	The proposed path would allow two way cycling
478	Comment	Kirby st is currently a bike route with bike markings, could it be included in the plan somehow	Change	Kirby Street will be identified as mixed traffic, a painted bike lane or shared path would not be feasible.
479	Comment	trees here are usually overgrown blocking the view of the mirror	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
480	Object	Painted Cyleways are not bike infrastructure. This road has more than enough room for properly separated bike infrastructure and the ambition of the plan should reflect this.	No change	Currently, it is not possible to install a separated cycleway along North Rocks Road, the proposal is an uphill painted bike lane.
481	Comment	there is a pedestrian only bridge here and those walking towards the city do not check what is behind them before crossing over to it. I have had some near misses with pedestrians almost walking into me	Resolved in Plan	A funded project currently in delivery will improve the approaches to the bridge for pedestrians and cyclists.
482	Object	This route would have a unacceptable impact along the boundary fences and seems to not be aware of all the locally rare remnant trees on land not excavated for McCoy Basin. ALL the remnant trees need to be mapped and included in THIS public info.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints including this feedback.
483	Object	This boundary line route would have an unacceptable impact far too many locally rare remnant trees on land not excavated for McCoy Basin. The Route needs to respect and enhance all the Eucalypts and enable regeneration here.	No change	The Bike identifies routes at a high level, when funded any path design would take into account local constraints including this feedback.
484	Support	I live on Mahony Rd, Constitution Hill and very little access to walk my dog or avoid crossing busy Hart Dve and Briens Rd to access the proposed future parkland developments. I feel we are at a great disadvantage to access of recreational areas.	Support for Plan	Noted, construction will begin shortly.
485	Comment	This roundabout is a dangerous mess, with fences perfectly placed to hide kids trying to cross. Needs to be redesigned to be safe for everyone and not just cars - important as this bike route leads to Epping Public	Internal Council referral	This feedback will be passed on to the Traffic team in Council for their consideration
486	Comment	There is currently a footpath between Mockridge Ave and Ave of the Americas. If the path just south 'through' the timber wall is not possible, then this may be a reasonable alternative if widened with kerb ramps.	No change	TfNSW Cycleways finder identifies a shared path on southern side of Pierre de Coubertin Park, this will be the preferred link
487	Support	<Null>	Support for Plan	Noted
488	Support	removes the need to use adderley street	Support for Plan	Noted
489	Support	You should be looking at utilising the river and creek corridors to either formalise existing tracks and trails or building new ones. Darling Mills creek is a great example.	No change	Additional formed paths and crossings were investigated in detail with our Natural Resources team but could not be implemented due to ecological impacts.
490	Comment	The state of Duck River, Duck Creek is abysmal. Has anybody from Council gone out and had a look at the condition it is in. Absolute sad state of affairs	Internal Council referral	This feedback will be passed on to the Natural Resources team in Council for their consideration
491	Support	This would be a great link to continue heading east and avoid going the long way around.	Support for Plan	noted
493	Support	<Null>	Support for Plan	Noted
494	Comment	Need to widen shared path, perhaps remove western side path and double eastern side.	Advocate	This feedback will be passed on to TfNSW for their consideration
495	Comment	There should be a ramp linking the M4 cyceway at the James Ruse Overpass to the new Light rail cycleway.	No change	This would be a significant cost, a convenient alternative has been identified using Hamilton and Arthur.
496	Support	<Null>	Support for Plan	Noted
497	Support	<Null>	Support for Plan	Noted
498	Comment	Wilde Ave cycle path needs to continue south.	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
499	Comment	Access to Epping station & the bike parking from the west is difficult, and requires 3 sets of lights. Consider adding a crossing on the west side of Blaxland road to Langston Pl.	No change	This request is unlikely to be supported by TfNSW due to impacts to traffic.
500	Support	Good to see this gap being bridged with a shared path. Hopefully the path is widened and separated from the busy Epping road and slip lane on the west side of the bridge.	Support for Plan	Noted
501	Comment	Bike shelter parking would be nice on the west sdie of the station, as getting to the east side parking is difficult from west and southern directions.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
502	Comment	Not a fan of the shared path currently, as there is no clear path and has too many obstacles like trees and signs. There should be a clear path down the centre. Currently it's safer to use the road alongside cars	No change	No changes are proposed to the existing shared path
503	Comment	This path should be physically separated from the road with a fence/ railing. Currently the footpath slopes down on the sides into the oncoming traffic of Epping road - very unsafe	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
504	Comment	Very dangerous crossing here for cyclists and pedestrians, with many points of conflict with cars crossing many directions at high speeds. Suggest to set back the crossing on evans road and give cyclist/ peds a raised crossing. Or install traffic lights	No change	The crossing distance was recently narrowed here, no further minor changes are possible until traffic lights are approved by TfNSW.
505	Support	Light rail bike/ shared path is incredible. Support how accessible it is from many locations, well lit at night, smooth and wide path - fantastic.	Support for Plan	Noted
506	Support	Current painted cycle gutter is worse than useless, dangerously close to fast traffic. Support a separated bike lane	Support for Plan	noted
507	Comment	The concrete blocks are very rough to ride on, could be smoother which would make crossing the bridge safer.	Advocate	This feedback will be passed on to TfNSW for their consideration
508	Comment	Should make the path more gradual heading to/from parramatta to light rail trail	Support for Plan	noted
509	Support	Support cycling on south side of river	Support for Plan	Noted
510	Support	There is no footpath on the western side of Edenlee St at the moment, a shared path is needed to connect this area to the new school.	Support for Plan	Noted
511	Comment	an elevated bridge crossing would be most useful here.	No change	A long bridge in this location is unlikely to be financially feasible.
512	Comment	The bridge needs an upgrade. The surface is not bike friendly. Not ideal space for passing a pedestrian.	Advocate	This bridge is owned by TfNSW and there are no known plans to widen it.
513	Support	Excellent connecting route between local parks	Support for Plan	Noted
514	Comment	The shared bike path should really continue on this section of the T-Way. The diversion down to Hart Dr is unnecessary and potentially more dangerous. Cars heading north on Old Windsor Rd regularly disregard the red arrow when turning into Hart Dr.	Resolved in Plan	Ferndale Close and a new bridge over Toongabbie Creek will shortly begin construction and bypass these signals.
515	Comment	Bridge upgrade required	Support for Plan	Noted
516	Comment	could kerbs be lipless for bike track entrances	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
517	Comment	could kerbs be lipless for bike track entrances	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
518	Comment	this is the last bubbler untill parra ferry wharf. That's 4.5km with no water stations	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
519	Support	The crossing here is SO important for both pedestrians and bikes (and highly used), but dangerous. Council should work with RMS to limit cars crossing AND install a refuge for pedestrians.	Internal Council referral	This feedback will be passed on to the Traffic team in Council for their consideration
520	Support	Need better connectivity from local roads to Bayanami school currently footpaths for kids are dangerous and dont link properly	Resolved in Plan	The poor footpath connection will be resolved with the Marsden Street Cycleway
521	Support	Support widening this path (but please consider all the way to Macarthur) - it is integral to child safety for use of different local facilities	No change	This shared path is to provide a connection from quiet local streets to Barry Wilde Bridge proposed paths. Extending to Macarthur Street will have a greater impact on other public domain and a significant cost.
522	Support	An important cycleway connection to safely travel from the M4 cycleway linking to riverside shared path and to the new bridge.	Support for Plan	Noted
523	Object	There should be connectivity between full path on Marsden St to the other side of light rail... This section of footpath (or crossing at McDonalds) is dangerous with kids... how are people between Ross and Albert meant to get to Marsden St?	No change	Cyclists can cross at Victoria, Grose, Fennell and Albert. People riding with 16 and under can ride on the footpath.
524	Object	I would support a seperated or painted cycleway along fennell st but it needs to NOT get tangled with car parking ANDhave better connectivity across light rail. Only separate it if you are going to remove parking on one side of the road.	No change	A shared path is proposed to support riding to Parramatta East Public School, significant changes to parking are not proposed.
525	Comment	This needs to consider main user group of young children cycling to school	Support for Plan	The River foreshore paths provide safe cycling for riders of all abilities
526	Comment	Adding support for connection all the way from Wilde Ave along Smith to Station (and 3,000 workers in PSQ)	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
527	Comment	Public bike parking in PSQ needs urgent improvement	Support for Plan	Bike parking is funded for installation.
528	Comment	Like everyone else this path is really narrow and can barely fit 2 bike travling in opposite direction. If there is someone with a pram you would have to get off the bike and stand against the railing with your bike to let them though.	Advocate	This feedback will be passed on to TfNSW for their consideration

529	Object	<Null>	Comment	No detail given to understand objection
530	Comment	Access / exit from river bridge needs improving (e.g. flattening lip of gutter AND signage)	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
531	Comment	How do you expect children on bikes to get to school the safest way from here? The shared path links help, but since Wilde Ave doesnt link to the river path, they need a safe way to get to that... and Brickfield crossing isnt safe?	Change	Children are able to ride on the footpath, and the safest location for them to cross will be the signals at Wilde Avenue. A shared path will be proposed between Wilde and Elizabeth on the southern side
532	Support	<Null>	Support for Plan	Noted
533	Support	<Null>	Support for Plan	Noted
534	Support	A bridge to connecting the areas north and south instead of the path awkwardly ending on the north side. It will surely be fantastic and beneficial link up these two areas and increase pedestrian access to both sides.	Support for Plan	Noted
535	Support	Great to develop paths on south side of the river as well	Support for Plan	Noted
536	Comment	A popular recreational cycling route from Wentworth Common park to Bicentennial Park; Lack of visibility at this crossing location due to sign obstructions (trees and vegetation); crossing can also be unsafe with the increased traffic volumes	Resolved in Plan	An improved crossing here is proposed as part of the bridge project
537	Comment	Lack of proper crossing opportunities (such as kerb ramps) along this road segment to get from eastern side of Hill Road to the off-road cycle paths on the western side; cars tend to travel quite fast along this segment, making it difficult to cross	Resolved in Plan	The Hill Road Masterplan identifies a number of additional crossing opportunities for Hill Road.
538	Comment	Lack of space between parked cars and the separated cycleways along this street segment. Increasing width of the cycling lanes along this street segment would help	Support for Plan	Noted
539	Support	Current traffic volumes within Olympic Park are fairly low most of the time, and cycling on road is still okay. A dedicated separated cycleway would be critical in the long term with the increasing residential developments happening within Olympic Park	Support for Plan	Noted
540	Comment	With the proposed bridge crossing Girraween Ck just north of here, could a shared path be considered along the northern side of this reserve to join the proposed bridge with Station Rd for a more direct route along Girraween Ck?	No change	There are no plans to duplicate the paths at this stage given the alternatives.
541	Comment	This crossing is dangerous and needs to be made significantly safer for pedestrians and cyclists with built infrastructure changes. The separated cycleway should continue north rather than dropping cyclists into traffic on the north side of Victoria road.	No change	Brickfield is a much quieter and narrower street than Elizabeth, a separated cycleway would require parking removal.
542	Comment	This path and the Wilde Avenue path should have direct, clear, continuous and safe connections to Parra Station. Connected cycleway infrastructure is superior to random, unconnected routes.	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
543	Comment	Missing connection from east-west shared path to the MacArthur St paths	Change	Path added southern side of Doyle
544	Comment	If possible, continue this through to connect with Marist PI cycleway.	Change	Changed to reflect request
545	Support	This would be an awesome addition to Paramatta and make it a lot nicer and easier getting off the M4 cycleway and through to Parramatta and the river.	Support for Plan	Noted
546	Comment	It's not marked but this part of Macquarie St is part of the Parramatta to Carlingford route	No change	The priority is George Street East to fill the missing link
547	Comment	Bend very tight requires a mirror to see what is coming from the bridge	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
548	Comment	Agree - needs to continue to George St, Marsden St and east to the shared path along Macquarie	Change	Macquarie Street will be changed to road riding
549	Object	This is a long hill between roads and would be better served by a shared path rather than having bikes moving slowly uphill in traffic	No change	Gollan Avenue is a quieter local street, but is not wide enough for a painted uphill bike lane.
550	Comment	The shared path on the bridge over the light rail is too narrow for passing	No change	Width is currently inadequate, any future bridge should have adequate shared provision both sides.
551	Comment	Poor road conditions along the edge of Willoughby St force cyclists into the middle of the road	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
552	Comment	This road is too narrow for mixed traffic. Cyclist going uphill are slow and constantly being overtaken which is very scary	No change	The Bike Plan identifies routes at a high level and any detail design will take into account local constraints and this comment.
553	Comment	The shared path should not stop here but continue along Pennant Hills Road. The path needs widening, regular vegetation trimming and sign replacements (sign posts end up in the middle of the path)	No change	It is infeasible to deliver a shared path along the entire length of Pennant Hills Road.
554	Comment	Need a transition from path to road	Resolved in Plan	Barrack Lane is funded to be a shared zone, this will address the typology change.
555	Comment	Need a transition from path to road	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
556	Support	A shortcut through the school would be great	Support for Plan	Noted
557	Comment	Shared path should continue along Pennant Hills Road. It is the least hilly path between Parramatta and Carlingford	No change	With Parramatta Light Rail there is no space for separated cycling facilities on Hawkesbury Road. Toongabbie Creek and the Tway Cycleway are the priorities for separated facilities.
558	Object	With the amount of traffic and in particular large trucks now travelling up and down North Rocks Rd there needs to be a dedicated cycleway that is separated from the traffic. Anything else is dangerous. I used to ride to Westmead but too dangerous now.	No change	Currently, it is not possible to install a separated cycleway along North Rocks Road, the proposal is an uphill painted bike lane.
559	Comment	The connection from the light rail shared path heading westbound to Parramatta needs to be improved as the turn is slow tight and on an incline. Allow it to cut across the grass - peds and cyclists already do this anyway so it should be made safer.	Advocate	This feedback will be passed on to Western Sydney University for their consideration, and noted for potential future works
560	Object	This connection is awful to transition from the west side to the east side. It is also a shared path and not separated cycleway. Please update the map and create a safer connection from the rail crossing north and under Victoria Road	Resolved in Plan	Dudley Street is proposed to have a separated pedestrian path in the future. The existing crossing point is an interim solution by Parramatta Light Rail
561	Comment	Steep shared path ramp not marked. Need to ensure that the surface is safe for cyclists and pedestrians in all weather.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
562	Comment	If this were to become a mixed traffic route the crossing of Newington Blvd would need to be improved. This is currently a narrow footpath slightly offset from the intersection.	Change - correction	Comaneci link will be removed due to fence at Fariola
563	Comment	Kissing point road would be a good connecting route. Even improving the current pavement which is currently dangerous to cycle on would be very useful especially as it merges into the north side of victoria road	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
564	Comment	The northwest traffic crossing needs improvement to allow safe navigation of this key junction. The ramp in front of the shops is very short and steep and the island is too small for a bike towing a child trailer	Internal Council referral	This feedback will be passed on to TfNSW and the Traffic team for consideration
565	Comment	please provide a minimum of shared paths in the areas immediately around all schools as an enabler to children (and adults) to ride to school	Support for Plan	Noted
566	Comment	This cross road is very difficult to navigate as a cyclist, especially coming south on spurway as the crossing runs straight into the shops. Spurway is easily wide enough for a dedicated separated cycleway	Resolved in Plan	After crossing, transition can be made at the service road.
567	Comment	What is the strategy for Victoria Road? it is the elephant in the room of this plan. It is such a barrier to connectivity and also has the flattest E-W cycle route other than the river. The safe crossing points are minimal and must be made safe for ped +	No change	A shared path along the entire length of Victoria Road would be a significant cost. Alternative e-w streets have ben identified to support riding off this main road.
568	Comment	Please remove or change the barriers to this tunnel. They are not passable with a cargo bike or trailer. This should be a key link to PLR	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
569	Comment	Please remove barriers to allow access to bridge for cargo bikes and chariots	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
570	Comment	please create a signposted route from PLR to Parramatta station, ideally with infrastructure	Internal Council referral	The route exists, however signage could be improved.
571	Comment	Cowell's lane reserve would be a great place for a pump track or similar trails for kids	Internal Council referral	This feedback will be passed to the open spaces team for their consideration
574	Comment	Please formalise link into and around parramatta lake. combined with PLR it could be a great tourist ebike loop from CBD	Change	Kings School has raised no objection to a community link along Hunts Creek should regulations allow.
575	Comment	PLR is such a brilliant asset for the LGA. would be great to see more dedicated links into it pls	Resolved in Plan	As many links as feasible have been identified for the PLR corridor
576	Comment	a shared path along the full length of Marsden Road would be a great connector	Advocate	This feedback will be passed on to Ryde Council for their consideration
577	Object	This is a total waste of money - to paint lines all over Willoughby street is akin the graffiti in my opinion - we as local residents have done a survey 6am -6pm Saturday and Sunday 2 x users down Willoughby and the down Hermitton	No change	Council has recently endorsed a position for painted bike logos on Willoughby Street.
578	Object	How can you create a painted cycleway when sections of this road are barely wide enough for a car to get through safely (when vehicles are parked and there are double-white lines)	No change	The Bike Plan identifies routes at a high level and any detail design will take into account local constraints and this comment.
581	Object	Waste of Rate payers funds, Willoughby Street is not wide enough for a painted cycleway, street parking and car travel.	No change	Council has recently endorsed a position for painted bike logos on Willoughby Street.
582	Support	A creek crossing here would be a boon to pedestrians and cyclists	Support for Plan	Noted
583	Support	arterial road to connect toongabbie to wentworthville to parramatta. i would use this 3-4 times/week if it was a separated cycleway	Support for Plan	Noted
584	Comment	the traffic light waiting area is too narrow. hard to see around corner and pass pedestrians and other riders.	No change	The space is limited because of buses needing to turn left into Tway and is unlikely to change.
585	Comment	Recently painted cycleway is narrow and stops suddenly. should be widened and continue along the length of the road	Change	Path was limited to scope of traffic signals, Bike Plan updated to continue path to the service road.
586	Comment	barricades should be moved/widened to allow smooth flow of traffic. at the moment it is way too narrow to turn your bike around.	Resolved in Plan	It is proposed to have a pedestrian / cyclist overbridge in this location and avoid the barriers.
587	Comment	ditto other comment: The shared bike path should really continue on this section of the T-Way. The diversion down to Hart Dr is unnecessary and potentially more dangerous. Cars heading north on Old Windsor Rd regularly disregard the red arrow when turning	Resolved in Plan	Ferndale Close and a new bridge over Toongabbie Creek will shortly begin construction and bypass these signals.
588	Comment	blind spot at this corner which is narrow. also hazard of the large pothole makes it particularly unsafe as cyclists travelling north will veer to the right land to avoid it.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
589	Object	should be a separated cycleway. pedestrian traffic is very high and the path is narrow thus unsafe for mixed use	Change	Updated to be separated

590	Object	Current crossing with light rail is unsafe. Waiting area between road and light rail tracks is insufficient. The turning into the Queens Rd cycleway is also extremely narrow and is a high traffic pedestrian area which makes it unsafe.	No change	The current crossing allows pedestrians and cyclists to cross one lane of traffic at a time. It is not possible to have a unisignalised priority crossing over Light Rail.
591	Object	separated cycleway should be implemented. PAC will be highly trafficked by both cars and pedestrians so perceived safety on bikes will suffer if it is a shared path.	Resolved in Plan	There are spatial limits to what can be delivered next to Parramatta Park due to multiple heritage listings. The western Pac path will be separated or wider where space allows.
592	Support	full support for George St as an arterial road for easy access through and into the CBD.	Support for Plan	Noted
593	Support	full support to reduce travel time travelling west/east.	Support for Plan	Noted
594	Support	Great to link up to M2 cycleway and existing network in the Hills area	Support for Plan	Noted
595	Support	Barring any upgrades to the narrow Silverwater Rd bridge, this will support high volume traffic to Olympic Park	Support for Plan	Noted
596	Comment	this crossing desparately needs a zebra crossing or traffic light. High volume of cars, walkers and riders do not mix. Especially when visibility is low	Resolved in Plan	An improved crossing here is proposed as part of the bridge project
598	Support	fully support a safe right turn here to get to Wentworth Point (and further to Parramatta). Currently, it is unsafe and the intersection is always bottled up with car traffic.	Support for Plan	Noted
599	Support	This would be a welcome north-south corridor, following the old railway line. It would be flatter than Alfred St.	Support for Plan	Noted
600	Support	If able to be built, this would avoid the unattractive on-road streets in the small industrial area (Berry St, George St etc).	Support for Plan	Noted
601	Comment	See: https://drive.google.com/file/d/1Eu-xxLG70muITGc6Tx7hu-SwsxnGF_8u/view?usp=sharing We need to do something about the use of electric only vehicles on the path.	Advocate	This feedback will be passed on to SOPA for their consideration
602	Comment	We need to do something about electric only vehicles on the path. See: https://drive.google.com/file/d/1Eu-xxLG70muITGc6Tx7hu-SwsxnGF_8u/view?usp=sharing	Advocate	This feedback will be passed on to SOPA for their consideration
603	Comment	The relatively smooth metal surface used for drainage at this corner is very hazardous during wet weather, providing little traction while turning the corner. Recommend that the metal surface be replaced with a surface that provides more sideways grip.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
604	Support	A great link to avoid the three stage crossing on Cumberland Hwy and avoid the vehicles entering and exiting the industrial area in Northmead.	Support for Plan	Noted
605	Support	Support the realignment of the cycleway to the east side of Mons Road to avoid vehicular driveways on the west side.	Support for Plan	Noted
606	Comment	Current separated cycleway is steep, narrow and has sight line issues from parked cars blocking view of cars turning into driveways. As a result, some cyclists simply stick with the vehicular lane while going downhill.	No change	Cyclists are welcome to ride the path or the travel lane.
607	Comment	Potential to realign the path to avoid steep gradients and blind spot.	Support for Plan	This area will be improved and re-constructed as part of a funded project.
608	Comment	While a separated cycleway along Ferndale Close is great, cyclists on this steep downhill section may prefer to stick with the vehicular lane if the separated cycleway is made too narrow.	Support for Plan	Noted
609	Support	Support the removal of car parking on the same side as the separated cycleway to avoid sight line issues.	Support for Plan	Noted
610	Comment	Suggest that raised crossings are placed across intersections when the new cycleway is built to reduce vehicle speeds, increase safety and promote pedestrian and cyclist priority.	Support for Plan	Raised crossing is in scope.
611	Support	Preferably this would be a separated cyclepath, consider removing car parking in order to provide additional road space.	No change	It is not currently proposed to change this into a separated cycleway.
612	Support	This looks like a good way to provide access between different parts of the community without needing to interact with road infrastructure. Hopefully it will be done so that it has the least impact on the environment as possible.	Support for Plan	The Bike identifies routes at a high level, when funded any path design would take into account local constraints including this feedback.
613	Support	This offers an improvement over the current situation, but as per the related comment - consider other options in the area	No change	Noted
614	Support	This seems fairly good with regards to it connecting to north, south and lower down east and west via shared paths	Support for Plan	Noted
615	Support	This looks to provide an excellent connection & access for the community	Support for Plan	Noted
616	Support	Please change this to a separated cycleway	No change	There is not enough space for more provision beyond the existing uphill bike lane
617	Support	This should be changed to a separated cycleway or a shared path - the road is very wide and would support either option.	No change	Council recently considered a separated cycleway but resolved to proceed with an on road route
618	Support	Consider removing some parking so as to provided a dedicated cycleway or a shared path	No change	The Bike Plan identifies routes at a high level and any detail design will take into account local constraints and this comment.
619	Support	I support this, but I wonder how this will work in practice and if there will be enough space & protection from motor vehicles - for both cyclists and pedestrians	Support for Plan	Noted
620	Support	While a separated cycleway is preferable, a shared path may be more favourable in this area in terms of pedestrian usage	Support for Plan	Noted
621	Support	Even if this is not a preferred path for cyclists, it would be a good pedestrian amenity improvement to the area	Support for Plan	Noted
622	Support	Except for south of this area - on South street - there doesn't seem to be any other infrastructure - proper or not - so this would be an okay starting point	Support for Plan	Noted
623	Comment	Shared path needed from George St to Macquarie St and continue to Wilde ave to the river path	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
624	Comment	please fix the broken shared path connections between Mobbs Lane and Rickard street shared path	Change	There is no proposed shared path connection between Mobbs and Rickard, however one is now proposed between Tomah and the Heritage Walk where there are no alternatives.
625	Comment	complete the shared path along Macquarie St to fix the broken shared path connection to the Parramatta -Carlingford cycleway	No change	The priority is George Street East to fill the missing link
629	Comment	Adding a connection from the Parramatta River cycle way up Smith St. Lot of people commuting to Parramatta Sq and having to use bus lane/busy road	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
630	Comment	cyclist mixing with pedestrians is unsafe and not appropriate for a regional route	No change	There is no room in this location for separated pedestrian and cyclist paths
631	Comment	cycleway does not connect to continue cycling on Wigram St. This route to the CBD is easier via Hassall St / Charles St	Change	Wigram changed to on road cycling route
632	Support	I always use Charles St / Hassall St / Wigram St to cycle between the river and the M4 Cycleway. Much better than via Station St	No change	Noted
633	Object	Too many conflicts with pedestrians; this should be a separated cycleway	No change	Station Street East was delivered a number of years ago and still provides essential access. There are no current plans to increase the capacity of the path in this location.
634	Support	Please deliver painted cycle lanes now, awaiting funding for separated cycleway	No change	There is not enough space for a pair of painted bike lanes without significant changes outside the school to accommodate for buses. This makes painted bike lanes likely infeasible in the short term
635	Support	No need to wait for funding. Change lane markings now with painted cycle lanes to support the 40km speed limit. Through traffic should be on O'Connell St	No change	The is not enough room to install painted bike lanes, but Stage 3 (this section) of the Marsden Street Cycleway is currently in detail design.
636	Support	Extend painted cycleway to Horwood Pl including appropriate intersection treatment at Smith St - this should have already been included in the Phillip St upgrade	No change	Civic Link will provide the River - Station connection, this link will prioritise Charles St connection.
637	Comment	There is hardly any bicycle parking for Eat St and Theatre	Internal Council referral	Additional bike parking at Riverside will be investigated
638	Object	Should be a separated cycleway. A shared path is not appropriate for a regional route. Too many conflicts with pedestrians and at the intersection with Pennant Hills Rd	No change	There is not enough space for a separate bike path on Church Street, the River and Marsden Street are proposed for a separated bike path.
639	Support	Please include a safe crossing to Isabella St	Internal Council referral	This feedback will be passed on to the Traffic team in Council for their consideration
640	Comment	More than enough space for painted / contra flow cycle lanes to link the park with Centenary Square	Change	There are no plans for a contraflow bike lane on Macquarie Street, Hunter Street provides a good alternative from the west and will go on the plan.
641	Comment	Provide a proper connection to the new shared path. There is a turning ban at the light rail for cyclists to access the path	Change - correction	Updated to reflect NSW Government Place Strategy
642	Object	Mixing cyclists and pedestrians around the station and light rial creates too many conflicts. A shared path is not appropriate for a regional route. This should be a separated cycleway	No change	With Parramatta Light Rail there is no space for separated cycling facilities on Hawkesbury Road.
643	Comment	provide a path along the railway line for a grade separated crossing of the Cumberland Hwy	Resolved in Plan	It is proposed to have a pedestrian / cyclist overbridge in this location and avoid the barriers.
644	Support	Could have already been delivered as part of recent road maintenance	Support for Plan	Noted
645	Comment	Please improve wayfinding to indicate the connection between the M4 Cycleway and the Parramatta-Liverpool cycleway via the new path on the west side of Woodville Rd	Advocate	This feedback will be passed on to Cumberland Council for their consideration
646	Comment	this section of Church St should be for busses and cyclists only	No change	It is not currently proposed to close this section to general traffic, the impacts would be significant
647	Comment	Prabha Memorial Walk is a busy path and has a steep gradient. Suggest providing separated facility to reduce conflicts with pedestrians.	Advocate	This feedback will be passed on to Greater Sydney Parklands for their consideration
648	Comment	Please improve pedestrian & bicycle crossings on Pennant Hills Road to improve active transport access to high density residential & community facilities in North Parra area. This is a gateway into Parramatta CBD. Traffic volume is much lower since PLR.	Internal Council referral	This feedback will be passed on to the Traffic team in Council for their consideration
649	Comment	Improve connection to Lake Parramatta from CBD. This is a highly utilised recreational area.	Support for Plan	Noted
650	Comment	Consider high-quality cycling connection between Westmead Station & Parra Park on Railway Parade. Westmead interchange will have Train, LR, Metro	No change	The identified cycling routes for separation in this location are Queens Road and Bailey Street
651	Comment	Please improve crossing facility at Marsden St/Lansdowne St/ Crimea St intersection. It is not pedestrian/cyclist friendly.	Resolved in Plan	The future plans for this intersection will improve crossing for pedestrians and cyclists.
652	Comment	Please consider shared path & urban improvement along GWH, one of the gateway to the CBD.	No change	There are no proposed additional plans for shared paths on the Great Western Highway
653	Comment	Consider separated facility on Hassall St. Provides strategic & direct link to Parra interchange.	No change	There are no plans for a separated facility on Hassall Street, George Street east is the priority.
654	Comment	this should be a shared zone	Resolved in Plan	Barrack Lane is funded to be a shared zone.
655	Comment	Council planted trees in the shared path. There should be a separated cycleway on both sides of O'Connell St	No change	There is not enough room for a separated cycleway
656	Comment	There is already a contra flow cycleway here, but it mixes with pedestrians at the intersection with Station: shared paths are not appropriate in high pedestrian activity areas	No change	The Station Street East path was built a significant time ago, but still provides essential access to the station. At this stage, there is no space to upgrade the shared path.
657	Comment	Just upgraded but no contra flow cycle lane provided	Change - correction	There was not enough space for a contraflow bike lane, will be corrected. Rowell Street is the alternative

658	Support	Please make sure that the cycle facilities connect across the railway line - note that bridge street was just redesigned without any cycle lanes	Support for Plan	The Western side of the Bold Street Bridge is a shared path
659	Comment	As long as the extension of the cycleway across Parramatta Rd is not delivered there should be a painted cycleway on Gray St to connect with Good St	No change	There is a new signalised crossing at Marsh Street with connecting shared paths as the short term alternative
660	Support	Please deliver this asap to connect the M4 Cycleway with Granville	Support for Plan	Noted
661	Comment	There is already a shared path along Martha St as part of the M4 Cycleway - please provide a priority bicycle crossing at Wentworth St	Change	Martha St will be corrected. Request for priority crossing at Wentworth Street will be forwarded to Traffic team for review.
662	Comment	The crossing from the shared path across Martha St is very dangerous	Resolved in Plan	Deniehy Street will be closed to general traffic because of Metro, therefore crossing is not a high priority.
663	Comment	Sidewalks are not suitable for cycling. Mixed traffic can work with some traffic calming. Note that the traffic lights at O'Connell St do not seem to detect bicycles	Support for Plan	The footpath is proposed to be widened on the northern side of Factory Street to a shared path. Will pass on detector issue to TfNSW.
664	Support	<Null>	Support for Plan	Noted
665	Comment	This is a school route. A quietway with limited traffic access (no through traffic) would be appropriate	No change	There are no plans to change Gollan Avenue traffic access
666	Comment	why is the path not continued to North Parramatta?	Change	Extended to Sutherland St
667	Support	I agree with all of the other comments. The footpath on both sides of the bridge could be widened to allow more room for pedestrians and cyclists. Alternatively, one side for cyclists, one side for pedestrians (similar to the Harbour Bridge).	Advocate	This feedback will be passed on to TfNSW for their consideration
668	Comment	The new traffic island here is now too narrow.. There is not sufficient room for a cyclist and a car to go through. This forces cyclists to take the lane. A separated lane here for cyclists would be safer.	Internal Council referral	This feedback will be passed on to the Traffic team in Council for their consideration
669	Support	I agree with the other comments about in-sufficient safe crossings on Hill Road.	Resolved in Plan	The Hill Road Masterplan identifies a refuge island to improve safety in crossing Hill Road.
670	Support	I agree with all of the other comments here about the shared path being very busy.	Advocate	Council has written to TfNSW seeking solutions to congestion on Bennelong Bridge, including allowing bicycles on the T-Way. No response has been received yet.
671	Support	I agree with the comment here about building a separate bike path. This bridge is too narrow for cyclists and motorists and is unsafe.	Support for Plan	Noted
672	Support	Support a bike lane for Holker Street. There is too much traffic for cyclists.	Support for Plan	Noted
673	Support	I agree with the comments about cars crossing the bike lane. Particularly when turning left from Bennelong Parkway to Australia Avenue. There can be significant volumes of traffic turning left.	Advocate	This feedback will be passed on to SOPA for their consideration
674	Comment	There needs to be better connectivity from the park to Pitt St - no kerbside drop. There needs to be a good route to the pool from the park.	Support for Plan	A path CBD to PAC will be open with the aquatic centre
675	Comment	The lights indicate there is a bike path here but there is not smooth access up Pitt St to the pool or to cross park pde	No change	The lights are to connect Pitt St shared path to Argyle shared path. They will also serve a future Pitt St extension and PAC path.
676	Comment	There needs to be a safer path/way to cross Pitt St to access Ollie Webb	No change	The safer crossing point is at Banks Street with the refuge island
677	Comment	This is a thoroughfare for bikes going to town from North Parramatta but the crossing at Victoria Rd needs to be safer for bikes and pedestrians. It would be good to have a bike path in both directions along Northcott Lane to improve connectivity with Cumberland hospital area from north Parramatta	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
678	Comment	A bridge over the river here makes so much sense.	Change	Northcott lane will be noted as two way
682	Support	This is a great piece of connectivity - just need to make sure it has good access points from east in Fennell St and eels place as you need to cross O'Connell St at grose.	Support for Plan	Noted
683	Support	Use Elizabeth St as a way to access the river and CBD regularly.	Support for Plan	Noted
684	Support	It would be preferable for this to be separated and connect better into Parramatta square. I would continue riding through the back of the education building over a painted cycleway in the wrong direction.	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
685	Comment	<Null>	Support for Plan	Noted
686	Support	<Null>	Support for Plan	Noted
687	Support	markings needed to alert road user of cyclist of all ages and ability ride through here, including lower speeds and no parking to allow clear line of sight	Change	Changed to show on road connection to foreshore
688	Comment	High priority. This is the most dangerous section of the entire River bike path. All comments so far need to be supported and urgently responded to. Accidents and near misses are a regular occurrence. Widen path, install warning signs, lights & mirrors.	Internal Council referral	Centreline marking is scheduled for installation at all known locations like this.
689	Comment	consider smart technology to display sunset / last light estimated times for closure of gates	Advocate	This feedback will be passed on to SOPA for their consideration
690	Support	Straightening the path is the best option of all possible to deal with hazard on the path	Support for Plan	Noted
691	Support	<Null>	Support for Plan	Noted
692	Support	<Null>	Support for Plan	Noted
693	Support	<Null>	Support for Plan	Noted
694	Support	<Null>	Support for Plan	Noted
695	Support	<Null>	Support for Plan	Noted
696	Support	<Null>	Support for Plan	Noted
697	Comment	accessible bike racks	Internal Council referral	Installation of Bike racks at Lake Parramatta is supported and has been passed onto the Open Spaces team.
699	Comment	Dangerous blind corner problem. Mirror very battered and doesn't work. Too dark at dusk. Too often too much overgrowth obscuring view when down the ramp and up.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
700	Comment	Road surface very rough. Parkers don't know cyclists of all ages use this road. Needs bike path markings through the carpark to make drivers/parkers aware of cyclists	Change	Changed to show on road connection to foreshore
701	Comment	Would be better for 8-88 to have a shared path connection to loop the heritage Triangle - great for attracting bike tourism	No change	A path connection to Harris Farm has previously been investigated through the park but is precluded because of significant ramping required for the slope.
702	Comment	connect to Heritage site	Change	Path extended to Ruse Street
703	Support	<Null>	Support for Plan	Noted
704	Support	<Null>	Support for Plan	Noted
705	Comment	this underpass has build up of soil and mud all year round which creates hazard for riders and pedestrians. It very dark so can't see this hazard clearly.	Internal Council referral	This feedback will be passed on to the Assets team in Council for their consideration
706	Support	new connection to access community garden	Support for Plan	Noted
707	Comment	Needs dedicated separated bike path along Park Pde that connects to others. Parade is currently narrow and traffic is hectic. Needed to support PAC.	Resolved in Plan	A path is in delivery on Park Parade from the CBD to PAC, the link to the west is currently in planning.
708	Support	connecting green spaces creating active corridor	Support for Plan	Noted
709	Support	<Null>	Support for Plan	Noted
710	Support	<Null>	Support for Plan	Noted
711	Support	alternative during river path closure	Support for Plan	Noted
712	Comment	Underpass needs light & well posted crossing to separated bike path on south side of Park Parade to link to separated cycleway to PAC to link to north side residents.	Advocate	This feedback will be passed on to Greater Sydney Parklands for their consideration
713	Support	<Null>	Support for Plan	Noted
714	Comment	I support the shared path alongside Rydalmere Park, but the new tree plantings on the road side of the path and the beautiful new garden on the park side of the path comes right up to the path, making it difficult to fit pedestrians and bikes.	No change	The Bike Plan identified routes at a high level, any detailed design would take into account local constraints such as this comment.
715	Comment	My most direct route from the Parramatta River Cycleway to PSQ is up George Khattar Ln and then onto Smith St. I am uncomfortable riding on the road riding from Parramatta River to PSQ. A shared path or separated bike lane would be helpful.	Change	Civic Link will provide the River - Station connection in the long term, however Smith Street is now proposed to have shared paths each side.
716	Comment	Coverings that get hung on temporary fencing at worksites like the ones around the worksites for the new pedestrian bridge over the river make it very difficult to see pedestrians and cyclists coming from the opposite direction. It can be dangerous.	Comment	The hoarding is a requirement of the construction site, users should take care on approach to ensure they can navigate any changes safely
717	Support	Last time I rode to the end of Silverwater Park I think the track ended. I'm not sure, but I think you couldn't ride any further. I support it being extended.	Support for Plan	Noted