

ID	Comment	Response
1	Shared paths are still not a great solution, as they ultimately prioritise cars and force pedestrians and bike riders to share space and get frustrated with each other. Shared paths are unlikely to encourage less confident riders to cycle regularly, and also frustrate those more competent riders. Existing shared paths should not be assumed to be adequate or part of a good network, as in the examples on Argyle St, O'Connell, or Church St, etc. And not integrating cycleways with the light rail has been a serious oversight that is going to delay things further. I support the development of new separated and safe cycleways to encourage users of all types to ride in the area, particularly the CBD, which is very flat and should accommodate this infrastructure. Many aspects of the messaging still indicate cycling as a recreational pursuit and "alternative", and even this survey won't allow me to respond accurately because I ride to the station in the morning AND the evening, and to the shops during the day.	Shared paths form an essential part of the network, however separated paths are proposed where space allows and current or future volumes predict higher user numbers.
2	It looks great!	Noted
3	I don't really like the cycle paths running through elizabeth street and thomas street. I almost hit cyclists when leaving for work from my apartment on Elizabeth Street. Its difficult enough to be watching for pedestrians when leaving the apartment, but last thing I need is to deal with cyclists zooming past more frequently when leaving my apartment.	There are no bike paths on Thomas and Elizabeth Streets at the moment, just riders on road. Bikes on the road have the same rights and obligations as other vehicles.
4	The introduction of dedicated bike lanes on some roads is fantastic to see, especially the north/south connection along Marsden/Villiers. However, there is a lack of clear bike routes leading to the Parramatta Station bike shed. This seriously limits the accessibility for actually riding a bike to the train station. Specific problems include a gap between the route along Argyle St west of the station and the bike shed on the north eastern end of the station. There is also a gap in the Wilde Ave/Smith St bike route that provides northern access to Parramatta station, and connection to Victoria Rd. I also want to give full support for a two way bike route along the western edge of Parramatta Park, or Park Pde. This will provide a much more direct bike connection between Westmead Hospital and Parramatta (instead of needing to do the full 1 way loop around Parramatta Park).	Support noted. The Bike Plan has been changed to fill in the Wilde Ave gap. It is not possible to provide a shared path through the interchange because of pedestrian volumes. The Station Street East shared path provides access to the bike shed.
5	Bike paths on shared roads should have a divider to be safe from cars. Seen in Melbourne	Separated bike paths are prioritised on regional or higher volume routes.
6	Draft plan looks good! Building dedicated cycling infrastructure is absolutely needed.	Noted
7	no	No comment noted
8	The Bike Plan looks good and will make a great network if it is implemented, even better if some of the missing links are fixed where possible. It cannot come soon enough and deserves more funding - as our city grows and increases in density, our car-first infrastructure is causing community disconnect and this provides a change to change this. It was very telling that the state MP for Bennelong, when announcing the Epping Bridge improvement said "Just last night I was taking my kids to netball training at North Epping and got stuck in traffic here for about 45 minutes". The journey between his office and the netball courts in North Epping is a 30 min walk or 10 min bike ride, yet the solution is \$250m on an unsolvable problem rather than making the bike/walk journey safe enough to consider. In the US, the use of advisory bike lines seem to be increasing ( <a href="https://altago.com/resources/advisory-bike-lanes-north-america/">https://altago.com/resources/advisory-bike-lanes-north-america/</a> ) as well as being implemented in Napier Street, Fitzroy. I would like council to consider these as an alternative to mixed traffic sections of the network. Additionally, on other bike networks I have used, the transition between different treatments is usually difficult to navigate (i.e. how do you go from a shared path to an on-road path). It would be good to have standard designs included in the plan so that these are always front of mind.	Support noted. Guidance on pedestrian and cyclist facilities and treatments is constantly being updated. The Bike Plan refers readers to Austroads and the NSW Government Cycling Toolbox for the latest information.
9	cyclist should be allowed to ride on the foot path, also all public transports are equipped to carry bicycles	Cyclists 16 and under or those accompanying them are allowed to ride on the footpath. There are no current plans to change this as Council's footpath network does not have the capacity to handle large numbers of cyclists as well as pedestrians.
10	No consideration to the heavy traffic in the B street's. No one is listening at Parramatta council. The roads here are small, no room to park a car and drive a car down the road. Old Windsor Road and Kleins RD is a dangerous intersection. The intersection is extremely dangerous to cross even in quiet times with the amount of cars, buses and trucks. RedBank and Old Windsor Road is equally dangerous intersection due to the traffic flow going to and from the hospital precinct. Even worst now due to construction, which never stops. The afternoons is especially dangerous where drivers crossed double lines on the wrong side of the road and block intersections to try and get onto old Windsor Rd. This also causes congestion withing the B Street's.	Your feedback will be passed onto the Traffic team for their consideration.
11	It's great to see that path separation is the goal, though the separation at Rydalmere is confusing Things I would like to see added to the Bike Plan are: - More bike parking, particularly at PHIVE, Lake Parramatta and Halvorsen Park, and making sure it's standard to include a suitable amount of bike parking racks along shared paths at cafes, parks, shops and other places people stop - addition of community bike repair stations - ways to slow down cyclists on shared paths in areas with high foot traffic - clearer indication of which new paths etc will be delivered over the next few years - more places for kids to learn to ride, as well as pump tracks	Objectives have been added to the Bike Plan to have more supporting infrastructure on the paths. Council has a pipeline of cycling projects that are being delivered based on funding availability. Council's Cycling homepage will be updated to reflect the latest projects in delivery. The Policy section in the Bike Plan and Network Deliver Principles have been updated to have a stronger commitment to supporting infrastructure.
12	Pedestrian/cyclist refuge in order to cross Victoria Rd at the end of Brickfield street. This is a key route for cyclists travelling into Parramatta CBD The more separated cycleways the better as these are safer for families who ride to school and work. cycle way to access the lake A great plan generally. The Parramatta area is so well suited to cycling due to the topography and proximity of amenities. It's good to see this being capitalised on.	Support noted. Refuge will be passed on to the Traffic team for their consideration.
13	As already stated on the map, the pathways crossing the Silverwater Bridge are very narrow. They either need to be widened or made one way. This would have to involve lights or a crossing on the northern end of the bridge. Also, the Wentworth Park, Bennelong Parkway section is problematic. A crossing is required after Haslams Creek	Feedback on Silverwater Bridge will be passed onto TfNSW for their consideration. A crossing near Haslams Creek is supported and is included in a current project.
14	Painted lines are not sufficient cycling infrastructure. As per the page for this plan "For cycling to be safe, and perceived as a safe and attractive option for all members of the community, for those aged 8 through to 88." When would it be safe for an 8 year old to cycle side by side with motor vehicles ? ... it wouldn't be. We need separated bike lanes, shared paths where streets cannot support separated bike lanes - in fact painted lines can cause safety issues & concerns - <a href="https://www.heraldtribune.com/story/lifestyle/health-fitness/2019/05/28/are-painted-bike-lanes-worse-than-nothing/5050976007/">https://www.heraldtribune.com/story/lifestyle/health-fitness/2019/05/28/are-painted-bike-lanes-worse-than-nothing/5050976007/</a> There should also be some allowance for cycling on footpaths in areas which are not wide enough to be shared paths - and cannot be modified due to drainage, trees or other issues - regardless of age and ability - so long as the footpaths are a) on council roads & streets b) not used by a large number of pedestrians. Additionally local road speed limits should be reduced to 30km/h - on local streets. 50km/h for roads & sub-arterial roads.	Separated paths are proposed where space allows and current or future volumes predict higher user numbers. However, they are considerably more expensive and can only be rolled out when funding becomes available and when supported by the community. TfNSW administers speed limits in NSW, the Bike Plan states "Council will work with TfNSW to increase the areas within, and in close proximity to the CBD to reduce speed limits where appropriate. Council will initiate discussions with TfNSW to reduce the speed limit on local quiet residential streets outside of the CBD where appropriate and in consultation with the community."
15	As the Business Manager of Medibank, Australia's largest health insurance company, I am eager to express our strong interest in participating in this event. We believe that our involvement would not only be beneficial for us but also contribute significantly to its success. Medibank is committed to promoting health and well-being in our community, and we see this event as an excellent opportunity to further our mission. Furthermore, we are more than willing to provide additional support by offering necessary resources and materials to enhance the event's impact. Please do not hesitate to reach out to us with any further details or requirements. We look forward to working collaboratively and making a meaningful impact together. Thank you for considering Medibank as a partner in this important initiative.	Support noted
16	Include future Parramatta Light Rail Stage 2 and Sydney Metro West stations.	Maps will be updated with the committed Metro West Stops. PLR2 is not confirmed at the time of writing.
17	As a cyclist living in North Parramatta who regularly cycles down Brickfield St, which is noted on the map as 'painted cycleway', the experience of riding on a 'painted cycleway' is no different than riding on the road. A painted cycleway does not count as cycling infrastructure and should not be considered as such for the purpose of this plan. It feels like a cheap cop out that provides no real safety for cyclists. Drivers don't treat it any differently. Shared paths are somewhat better, however pedestrians do not enjoy sharing the path with cyclists. Please consider adding more genuine cycleways (separated cycleways) to major routes into the Parramatta CBD.	Separated paths are proposed where space allows and current or future volumes predict higher user numbers. However, they are considerably more expensive and can only be rolled out when funding becomes available and when supported by the community.
18	Please ensure there is signage and local surrounding map on the cycling network, similar to what has been implemented along the Parramatta light rail shared path. Please also ensure there is sufficient street lighting on shared and bike path.	The Policy section in the Bike Plan and Network Delivery Principles have been updated to have a stronger commitment to supporting infrastructure.
19	Make sure to upgrade signs. Today they are not always where needed and I have ended up on detours.	The Policy section in the Bike Plan and Network Delivery Principles have been updated to have a stronger commitment to supporting infrastructure.
20	I strongly believe that a shared footpath between cyclists and pedestrians is an accident waiting to happen. For the safety of all We need two completely separate paths for cyclists and pedestrians. I have a family as have many others who I have witnessed numerous of times when we as pedestrians are currently using shared paths have our young children and toddlers, pets walking with us or riding there little bikes and the amount of times a cyclist comes flying past is beyond and boy if we pedestrians are in any way in the way or are not to their speed do we hear about it. You guys have signs up to say to cyclists slow down shared foot path but in all honesty that isn't doing a thing. And the families that try to go out and enjoy a walk with their family, dogs or teach their child or toddler to ride cannot do this with comfort we are forever looking over our shoulder or up ahead to make sure we steer clear of getting in one's way. So I do please ask to consider two separate foot paths for cvlists and pedestriians it is a much safer and eniovable option for all. One I'm sure the cvlists would definitely appreciate too	Separated paths are proposed where space allows and current or future volumes predict higher user numbers. However, they are considerably more expensive and can only be rolled out when funding becomes available and when supported by the community.
21	I no longer bike but I walk the trails. Where the trails are shared bike/walk/run we need to educate bikers to let people know they are coming up on them. Some bikers are riding quite fast and cut corners. Signage instructions to ring bell or call out "on your right". Also bikers are not obeying dismount signs in congested areas. There are some narrow bridges over Parramatta River - especially in Parramatta Park. Please have bikers dismount across bridges. Support all efforts to separate bike ways from car traffic and from walkers.	Separated paths are proposed where space allows and current or future volumes predict higher user numbers. However, they are considerably more expensive and can only be rolled out when funding becomes available and when supported by the community. The bridges in Parramatta Park are owned and managed by Greater Sydney Parklands, your feedback will be passed on to them for their consideration.
22	This website is difficult to use. I have tried to suggest an alternative route to avoid 3 sets of traffic lights at the intersection of Cumberland Hwy and Old Windsor Road. Some time ago there was a suggestion from the Council to have cyclist continue down Ferndale Close then cross Cumberland Hwy Into Harris road with constriction of new paths across to Briens Road at the intersection of the NW Transitway. A great idea but nothing became of it....	The T-Way re-alignment is a current project and has commenced on site.
23	I ride my bike to work (just under 10km one way). There needs to be more roads/paths marked or remarked as shared paths (e.g. O'Connell street an Parramatta river foreshore shared path blue paint line has worn away). Pedestrians also need to be educated to stay to the left side of the path (certain ethnic groups always walk on the right, old habit) as I often have to manoeuvre around them and it becomes annoying. Harris Park is particularly dodgy to ride through where extra vigilance is required (again remark the roads and make it clear that it is a shared path). Would never ride through the CBD as I don't want to be hit by a car (education again?)Of note is the outlying suburbs won't be fixed up for 10 to 20 years, this is too far away.	Bike Plan route network has been updated to fill in some missing gaps in the CBD access network, however shared paths are limited to areas of lower pedestrian activity.

24	<p>The plan demonstrates a comprehensive network across the entire area, and targets where the most uplift can be seen. I am aware that this is a revision of previous plans, and commend the council for their work on continuing improvement, leaning towards increased separation instead of shared paths.</p> <p>Further detail may be required in the North-east region to create as much of a comprehensive network, especially for links towards Dundas and Carlingford. Likewise with the north-west region.</p> <p>I understand that from an overarching strategy that going into details around prioritisation is not the remit, however, I would encourage council to put forward a top ten list for the community for feedback, which will assist in gaining grants from the NSW Get Active scheme. I would also encourage the council to have an option to nominate where bicycle parking is needed, similar to what City of Sydney has available.</p> <p>Note Question 4 "When do you normally cycle" assumes people only cycle once a day. If it is for work purposes, then it would be at minimum twice a day. Multiple options aren't allowed on the form which will skew data</p>	Support noted
25	<p>Suggestion #1: Consider creating a bike rental/hire in Parramatta Park to provide more options apart from Sydney Olympic Park to allow park goers more options to cycle. It could be done near the cafe area if possible where there are options for food, toilets and carparks.</p> <p>Suggestion #2: Consider making some of the ones mentioned as Cycle paths only to Shared Paths as they are actually good water view areas so both cyclists and regular walkers/runners/photo enthusiasts can enjoy.</p>	<p>Bike Rental will be passed onto Greater Sydney Parklands.</p> <p>The separated paths along the river also include a parrallel pedestrian path.</p>
26	<p>I thank you for taking action to address the longstanding need for a comprehensive bike plan in Parramatta. The initiative is a crucial step forward, considering the numerous close calls that have occurred – from cyclists navigating pedestrians on walkways to vehicles expressing frustration with slower-moving cyclists on the roads.</p> <p>I wholeheartedly endorse the expansion of dedicated cycling paths within and around the Parra CBD. However, I urge a cautious approach when it comes to shared paths on main roads. It is essential that a clear demarcation between pedestrian and cycling zones is established to mitigate potential conflicts. Given that some pedestrians may not always be attentive while walking, the creation of distinct cycleways within the CBD becomes imperative to ensure the safety of all road users.</p> <p>Moreover, enhancing bicycle parking facilities is equally essential. The current state of bike storage cages near Parramatta station raises concerns, as surveillance cameras have proven ineffective in preventing theft. To encourage cycling as a preferred mode of transportation for citizens, we must proactively address security issues. Implementing robust measures to safeguard bicycles from theft is paramount, ultimately fostering an environment that promotes cycling as a secure and convenient means of getting around.</p>	<p>Support noted.</p> <p>The Marsden Street Cycleway is a high priority within the CBD.</p> <p>The Bike Shed at Parramatta Station is administered by TfNSW, your feedback will be passed on to them for their consideration.</p>
27	<p>I am particularly supportive of the proposed shared path along Marsden Street from North Parramatta to the Parramatta River Cycleway. I think a shared path (where cyclists share with pedestrians and do not have to ride on the road) is an excellent opportunity to open up access to the established river cycle path. I live only 1.5km from the river path, but I am not a confident road cyclist and the necessity of riding on the road (across Victoria Road in particular) stops me from using the river path from safety concerns. If this cycleway was established, I would use it several times per week.</p>	<p>Support noted, the Marsden Street Cycleway is a high priority.</p>
28	<p>Shared paths. I am all for safe cycling but pedestrians need to be catered for too. Too many shared paths are not obvious at all and create confusion. Take for example Station St East at Harris Park. The shared path is not wide enough to accommodate both bikes and people. There are far too many pedestrians using that street, especially as you get closer to Parkes St where the railway bridge is, to have bikes in the same space is madness and dangerous to pedestrians. It would be much less dangerous if the bikes used the roadway.</p>	<p>Shared paths form an essential part of the network, however separated paths are proposed where space allows and current or future volumes predict higher user numbers.</p> <p>South of Parkes Street it is proposed to separate pedestrians and cyclists.</p>
29	<p>Concerned about shared paths in high pedestrian areas, for example Parramatta CBD, O'Connell Street, especially on stadium event days and Church St Mall. Liability for injuries for riders in a shared zone is problematic, I have personal experience in being hit by a cyclist on an ebike and the only recourse to recover costs is via civil litigation.</p>	<p>Shared paths form an essential part of the network, separated paths are proposed where space allows and current or future volumes predict higher user numbers.</p>
30	<p>I cycle to work from Wentworthville to Parramatta. There is a need to ensure path for cyclists are clearly marked, and ensuring that there are no points where the path of cyclist suddenly disappears without clear indication of where the cyclists are to go for the benefit of both cyclists and drivers. There is a need for more parking places better distributed in Parramatta CBD, train stations and across other key areas.</p>	<p>Council is delivering the network as funding becomes available and when supported by the community, including additional paths south and west of the CBD.</p> <p>Additional bike parking is being installed in the CBD and at other key locations as funding becomes available.</p>
31	<p>Figure 9 p29 is not safe cycling infrastructure.</p> <p>Figure 12 p30 needs a speed limit of 30 to be considered bike infrastructure.</p> <p>P32 - priorities need to be significantly more ambitious, 0-10 years is essentially kicking the can down the road.</p> <p>P36 - showing painted cycleway and mixed traffic routes as part of the network is disingenuous unless speeds are 30 or below. Painted cycleways take up just as much room as a bidirectional cycleway, they should not be part of the strategy. A more useful style of map would be the City of Sydney style, that shows hierarchy of routes and if it is complete or not.</p> <p>In general for shared paths to work, they need continuous crossings to give proper priority. As it stands in this plan, I don't see too much of a strategy, but more a collection of lines that bike riders could kill themselves on. Take this network seriously as a way to actually move people, especially with all the PT infrastructure coming on line and the significant investment being seen in the cbd. Spend some time in city of Sydney at peak hour and see what is possible (they are the best in Sydney but honestly there is an incredible amount left to do). Reflect your principles in the mapping! When networks are provided, it becomes more than just a way for people to have fun, it allows people to carry out their daily lives without a car. Enable the people of this council area to make healthy choices!</p> <p>Overall, it's great to see this getting a refresh, but please be more ambitious!</p>	<p>Separated paths are proposed where space allows and current or future volumes predict higher user numbers.</p> <p>However, they are considerably more expensive and can only be rolled out when funding becomes available and when supported by the community.</p> <p>TfNSW administers speed limits in NSW, the Bike Plan states "Council will work with TfNSW to increase the areas within, and in close proximity to the CBD to reduce speed limits where appropriate. Council will initiate discussions with TfNSW to reduce the speed limit on local quiet residential streets outside of the CBD where appropriate and in consultation with the community."</p>
32	<p>Lighting from Marsden Rd underpass to Stadium</p>	<p>Lighting was recently installed along the foreshore path.</p>
33	<p>Bike speed limits on paths shared with walkers. Consider speed cameras.</p>	<p>Bicycles do not have a speed measuring device, therefore a speed limit is not enforceable.</p> <p>Council is increasing the number of programs to address sharing the path, of which speed is a key factor.</p>
34	<p>I support the council's proactive approach to engaging the community on cycling and encouraging increasing active transport. I think the Bike Plan is a fantastic initiative and it is good to see a plan for how to progressively improve the aspects of cycling it highlights holistically.</p> <p>I ride my children in a cargo bike almost everyday, I recreate on my personal bicycle frequently and I walk work in the CBD multiple times a week. The updates to connectivity and safety are vital. As a frequent user, I commend in particular the network design principles, program aspects including: 1.1 safe route to schools, supporting the community to ride and investigating how to share the road better.</p> <p>I urge the council to consider 3 things:</p> <ol style="list-style-type: none"><li>1. Collaboration on improvements to bicycle route safety with Transport for NSW, particularly the Brickfield/Elizabeth St intersection with Victoria Rd. This is highly frequented by pedestrians and bicycles, and on a designated cycle route, yet remains incredibly dangerous. Please investigate preventing/further limiting cars from crossing/turning at this intersection, as well as other means to making crossing there safer.</li><li>2. Improved access to Bayanami school as a matter of priority in CBD bicycling upgrades - including assessing footpath quality.</li><li>3. Use of incentives such as rebates on bike servicing to uplift local business that support cycling.</li></ol>	<p>Support noted.</p> <p>Brickfield / Victoria will be passed onto Council's Traffic team for their consideration.</p> <p>Bayanami has excellent cycling access and will be improved with the Western Precinct Connections project.</p> <p>The Bike Plan has been updated to consider this within the "Supporting the Community to ride" section</p>
35	<p>Fantastic plans, especially the separate cycleway on Alfred St linking the M4 to the riverside and the new bridge.</p> <p>Can't wait to the south side of the river to also take shape!</p>	<p>Support noted</p>
36	<p>Shared cycling and walkways don't work and are extremely dangerous. I live along the river and use the walkway to assess Parramatta. I'm often abused by speeding cyclists and often witness collisions between cyclists and people walking. Electric bucks and scooters often pass doing well in excess of 60kph.</p>	<p>Shared paths form an essential part of the network, however separated paths are proposed where space allows and current or future volumes predict higher user numbers.</p>
37	<p>I think there needs to be separate lanes for bicycles like I came from netherlands and lived in a small town as like parramatta and I used bike for EVEYRHING even picking kids from day care</p>	<p>Separated paths are proposed where space allows and current or future volumes predict higher user numbers.</p> <p>However, they are considerably more expensive and can only be rolled out when funding becomes available and when supported by the community.</p>
38	<p>It's a good initiative</p>	<p>Support noted</p>
39	<p>It's good strategies to the bike rider.</p>	<p>Support noted</p>
40	<p>I'm glad that you're putting in a bike path along the river between Parramatta Park and Westmead. I avoid the Queen's Rd separated cycleway when riding towards Parramatta because cars don't stop and look and there is no room to move to avoid them.</p> <p>A shared path along the south side of Briens Rd is also welcome. I've had more near misses riding through the industrial area on the north side of Briens Rd than anywhere else on my 16 km commute. Adding crossing lights linking this to the Northwest T-way (on the western side of the intersection) would be helpful.</p> <p>Finally, there is a place to cross Hawkesbury Rd at Queens' Rd, but it is not a crossing. Cars have right of way. Some cars stop and others don't. Some pedestrians and cyclists give way to cars and others don't. Can a crossing be put in to avoid this confusion. By the way, thank you for asking for feedback.</p>	<p>Support noted</p> <p>The crossing point on Hawkesbury Road was installed by TfNSW and requires pedestrians and cyclists to give way as it is not possible to give priority over light rail.</p>
41	<p>I think it's a great to offset carbon emissions and support healthy activity the old ones so the Medicare bill can be reduced and so we have more disposable income</p>	<p>Support noted</p>
42	<p>Nice connection through Carlingford connecting Parramatta.</p>	<p>Support noted</p>
43	<p>Nah</p>	<p>No comment noted</p>
44	<p>No</p>	<p>No comment noted</p>
45	<p>These have been suggested earlier to Georgina Valjak and Mark Crispin, but nothing seems to have been taken up.</p> <p>- In North Rocks Park there needs to be a footpath or shared bicycle path from the bottom of the carpark along the side of the new childcare to the footpath on Farnell Ave. There is a well worn muddy path there now with a tricky steep bit at the end. The new path needs to be hard against the Childcare to get the shallowest possible gradient. This is a safe, not as steep exit, from the park rather than just riding on the road.</p> <p>- A short new bike path would be a real improvement running from the lane at the end of Citrus Grove down to Hunts Creek Bike Path across the existing bridge and then up a lane to Sun Valley Place. This would allow a safe bicycle route (not Jenkins Rd) from North Rocks Rd, down Farnell over the new track, Baker St (quiet except school morning and afternoons), Felton Rd and then on to the new bike track following the new Light Rail to the Parramatta River Bike Track and on to Parramatta CBD.</p> <p>-To avoid M2 bike lane or North Rocks Rd when travelling west out of North Rocks I suggest the upgrading of existing walking tracks. Woodbury St to Andrew Pl and then Randall Cres down Rifle Range Ck and across Darling Mills Ck to meet the existing dirt road to Ventura Rd. From this point using quieter streets and Toongabbie Cr bike path, Blacktown Rd at Prospect and beyond can be very safely reached.</p> <p>-The draft seems rather Parramatta centric</p>	<p>The Farnell Ave path has been included in the plan.</p> <p>As previously communicated the other proposals were investigated on site and were not supported due to their impact on the environment.</p>

46	<p>A lot of the streets designated as painted lanes or mixed traffic ‘should’ be low speed local roads but have higher speed traffic in practice. Would be good if streets included in the bike plan have their speeds reviewed by TfNSW as a lot of the network looks to fall under the 40km/h classification written in the standards (<a href="https://standards.transport.nsw.gov.au/search-standard-specific/?id=TBA%20-%200004459:2022">https://standards.transport.nsw.gov.au/search-standard-specific/?id=TBA%20-%200004459:2022</a>). In combination with traffic calming where appropriate, this could lead to a lot of quick wins.</p> <p>Other than that, the network is starting to look impressive and could soon outshines City of Sydney’s if work is done quickly enough. The light rail corridor is excellent, and really contrasts with other major thoroughfares (parramatta road, Victoria road, epping road)</p>	<p>Support noted.</p> <p>TfNSW administers speed limits in NSW, the Bike Plan states "Council will work with TfNSW to increase the areas within, and in close proximity to the CBD to reduce speed limits where appropriate. Council will initiate discussions with TfNSW to reduce the speed limit on local quiet residential streets outside of the CBD where appropriate and in consultation with the community."</p>
47	<p>We need to do something regarding using electric-only vehicles on the path. The path is for active transport and is at risk of being taken over by non-complying electric bicycles (especially couriers), electric skateboards and scooters. Please see <a href="https://drive.google.com/file/d/1Eu-xxLG70mulTGc6Tx7hu-SwsxnGF_8u/view?usp=sharing">https://drive.google.com/file/d/1Eu-xxLG70mulTGc6Tx7hu-SwsxnGF_8u/view?usp=sharing</a> for an extreme example.</p>	<p>This complaint will be passed on to NSW Police who are responsible for enforcement.</p>
48	<p>Where Victoria rd meets James Rise drive is extremely hostile to pedestrians and cyclists. This intersection needs a better pedestrian and cycle crossing. The current method of crossing via foot or bike is circuitous and awful. Just the worst outcome. So bad. So dangerous. We can do better. So much better.</p>	<p>This intersection is a legacy of road planning decades ago and changes would erquire significant bridges and ramping to improve access.</p>
49	<p>See attached document, prepared on behalf of CAMWEST Bicycle User Group.</p>	<p>Support noted.</p> <p>North Rocks Road is proposed to be an uphill bike lane and downhill riding as at the time of exhibition, no significant density or change was planned for this area and therefore is a lower priority than other locations. Should circumstances change in the future, it could be changed to a physically separated route, subject to Council and Community consultation.</p> <p>The Bike Plan presents the future vision and is a static document. Route maps are generally updated every 12 months are hosted on Council's Cycling homepage and are also available in hard copy.</p> <p>The Olympic Park shared path network has been added into the Bike Plan.</p> <p>Additional language has been added to both the policy and Network Design Principles to place additional emphasis on supporting infrastructure.</p> <p>Council supports not having riders dismount and also look forward to a solution being delivered by TfNSW to track crossings.</p> <p>TfNSW control the speed limits in NSW, and the Bike Plan states: <i>Council will work with TfNSW to increase the areas within, and in close proximity to the CBD to reduce speed limits where appropriate. Council will initiate discussions with TfNSW to reduce the speed limit on local quiet residential streets outside of the CBD where appropriate and in consultation with the community</i></p> <p>Any rider parking their bike in public must take responsibility to secure their own property. Council is increasing the number of bike hoops in the LGA to provide more oportunities for people to park their bike.</p> <p>Suggested changes to Pierre de Coubertain path and Pippita Trail have been incorporated into the Bike Plan.</p> <p>The Beaconsfield crossing of Silverwater Road was a drafting error and has been corrected in the Plan.</p>
50	<p>The most important thing is to make sure all priority bike routes are separated (from both vehicles and pedestrians) and safe. This is key to making cycling accessible to everyone and taking cars off the road, which has huge mobility, health, quality of life and environmental benefits.</p>	<p>Separated paths are proposed where space allows and current or future volumes predict higher user numbers.</p> <p>However, they are considerably more expensive and can only be rolled out when funding becomes available and when supported by the community.</p>
51	<p>Council is to be commended for its efforts to increase the proportion of cycling in Parramatta. However, despite some good initiatives like the Alfred Street cycleway, the delivery of infrastructure to support a safe and continuous network is lagging and road maintenance or resurfacing works still seem to prioritise motor vehicles. Just look at Phillip St, where parking bays and sidewalk improvements were delivered without considering a painted cycleway (still not considered in the future network!). Or the changed one-way access of Factory St onto Church St, where additional road space has been provided for right turning vehicles rather than a contra flow bicycle lane.</p> <p>One of the key infrastructure initiatives in the Bike Plan include a cycle friendly CBD. Council can already implement this within the 40km/h high pedestrian activity area. In this lower speed environment, the width of travel lanes can be reduced freeing up road space for painted cycle lanes. This can be implemented fast, easy and at low cost. Awaiting funding for Marsden Street and George Street Cycleways, painted cycle lanes can already be delivered now as well as on several other streets in the CBD such as Phillip and Charles Street.</p> <p>A continuous network requires intersection treatments that prioritise the safety of cyclists. Councils plans to deliver more protected bicycle crossing is supported but safe crossings at intersections is currently almost non-existent. Usually, the cycling facility disappears at the intersection or cyclists are required to use the sidewalk and pedestrian crossing. Cyclist can’t even reach the call button without dismounting. The typology in the bike plan should include types of intersection treatments.</p> <p>The ‘sharing the path’ program is putting too much emphasis on shared paths. Shared paths should only be considered where demand for both pedestrian and bicycle facilities exist but predicted walking and/or cycling volumes are sufficiently low that separate facilities are not justified. The problem is not a lack of understanding of how this type of facility should be used, as stated in the bike plan, the problem with shared paths is the volume of users and conflicting speeds. Shared paths are just not appropriate in a high pedestrian activity areas. The current shared facilities on Station Street, O’Connell Street, Macquarie Street and George Street are not functioning and are indicative of prioritising space for motor vehicles over pedestrians and cyclists. If Parramatta is serious about enabling more residents to walk and cycle, Council should avoid mixing bike riders with pedestrians.</p> <p>The program of sharing the road can benefit from more traffic calming measures and removing the centre line from residential streets. This encourages motorists to leave more space when overtaking a cyclist instead of trying to squeeze in between the lane markings. On-road painted bicycle lanes or quiet streets should be preferred on local cycle routes instead of just painting a bicycle in the middle of the lane (Bike plan, page 30, figure 12), expecting cyclists to ride defensively against a truck or SUV driving behind them. See links below for examples of advisory bike lanes:</p> <p><a href="https://youtu.be/MkPHfMLsfQw?si=eo3Fe9ZWg0GDS_fg">https://youtu.be/MkPHfMLsfQw?si=eo3Fe9ZWg0GDS_fg</a></p> <p><a href="https://altago.com/wp-content/uploads/Advisory-Bike-Lanes-In-North-America_Alta-Planning-Design-White-Paper.pdf">https://altago.com/wp-content/uploads/Advisory-Bike-Lanes-In-North-America_Alta-Planning-Design-White-Paper.pdf</a></p>	
52	<p>The network is extensive and the future vison very exciting. However, the safe cycling network shouldn't include on-road painted bicycle lanes. Mixed traffic routes are fine speed limits and traffic volumes are properly constrained. It would also be useful to understand what routes are existing and what is proposed, and when delivery is planned.</p>	<p>Separated paths are proposed where space allows and current or future volumes predict higher user numbers.</p> <p>However, they are considerably more expensive and can only be rolled out when funding becomes available and when supported by the community.</p> <p>Councils Cycling homepage has a list of all the current projects, as well as a map of the existing network.</p>
53	<p>A detailed submission from Bicycle NSW is attached</p>	<p>Support noted.</p> <p>The Bike Plan presents the future vision and is a static document. Route maps are generally updated every 12 months are hosted on Council's Cycling homepage and are also available in hard copy.</p> <p>Painted bike lanes and mixed traffic routes form an essential part of the network (including North Rocks Road), however separated paths are proposed where space allows and current or future volumes predict higher user numbers. Separated paths are also significantly more costly and it is not possible to build everything, everywhere, now.</p> <p>TfNSW control the speed limits in NSW, and the Bike Plan states: Council will work with TfNSW to increase the areas within, and in close proximity to the CBD to reduce speed limits where appropriate. Council will initiate discussions with TfNSW to reduce the speed limit on local quiet residential streets outside of the CBD where appropriate and in consultation with the community</p> <p>To be meaningful, targets must be meaningful and measurable. It is beyond the resources of Council to track active transport to school.</p> <p>The supporting programs in the Bike Plan are still being developed and there has not been a comprehensive review to date. This can be incorporated into future Bike Plans.</p> <p>Council supports not having riders dismount and also look forward to a solution being delivered by TfNSW to track crossings, and is continuing to advocate for a solution.</p> <p>The Network Design Principles have been updated to address future micromobility needs.</p> <p>Car parking reforms have recently been completed with the CBD Planning Proposal significantly reducing rates, and the Harmonisation DCP collating all controls into a single document.</p> <p>The implementation of the Bike Plan will be as funding and opportunities arise, however the general prioritisation is planned as per the contributions plan. Even though it is not possible to build everything, everywhere, now, there is close to 20km of bike paths planned for delivery in the next 5 years.</p> <p>Note added that the Bike Plan will be reviewed every 5-10 years and include reporting on previous comittments.</p> <p>The Bike Plan is intended to be a high level document that is less than 50 pages. Reference is made to key strategic documents rather than copying portions of text, images or figures.</p> <p>Most suggestions by CAMWEST have been incorporated into the Plan (see CAMWEST submission response).</p> <p>Council is not supportive of describing routes subjectively as it is open to interpretation. It is up to individual users to make decisions on their comfort levels.</p> <p>Council does not have the resources to implement traffic calming on al the mixed traffic streets, however they still form an important part of the network for those comfortable riding on road.</p> <p>Specific call out and commentary has been put into the Bike Plan addressing the impacts of Light Rail on cycling, and Council will continue to identify and progressively address connectivity and capacity issues on the PLT ATL.</p> <p>Setting the kerbside lane policy is beyond the scope of the Bike Plan.</p> <p>Council strives to ensure all cycling infrastructure is inclusive, however there must also be balance between all users needs with pedestrians at the top of the</p>
54	<p>Thank you for refreshing the Parramatta bicycle plan. As the city is progressing quickly, it is a good opportunity to integrate walking and cycling into the CBD and areas surrounding it. I have made suggestions in the Have Your Say map. I hope the plan can also have a look at peds &amp; bikes treatments at gateways into the CBD &amp; strengthen connection to transport interchanges.</p>	<p>Support noted</p>
55	<p>Hi! 1) The upgrades to the Parramatta Valley Cycleway are a vast improvement. The ride from Silverwater Bridge to Parramatta is nice and much improved. 2) The new traffic island on the corner of Hill Road and Bennelong Parkway (turning left from Hill Road onto Bennelong Parkway is too narrow. It's now more dangerous for cyclists. There isn't enough room for a cyclist and a car. This forces cyclists to either take the lane to prevent cars behind them from trying to come past them. Motorists will not always give way to cyclists (I've had a motorist fail to let me go ahead and I've had to stop to let the car through). A small seperated lane in the traffic island to allow cyclists and cars to go through together would be safer, in my opinion. Submission attached. I also have videos if you are interested. Thanks!</p>	<p>Support noted.</p> <p>This feedback has already been passed on to the project team for Hill and Bennelong Parkway.</p>
56	<p>Parramatta is a good city for riding and not for driving. But the bike paths are still lacking. We want to ride when possible.</p>	<p>Support noted</p>

57	I wholeheartedly support the enhancement of connectivity, rideability, and safety, especially during evening commutes. Improved visibility and user-friendly wayfinding systems are essential steps. It's vital to establish an environment that not only promotes nighttime travel but also cultivates confidence and fearlessness among women. Moreover, these efforts can also attract bike tourism, contributing to a vibrant and welcoming community.	Support noted
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