

Transport Planning Team  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

6<sup>th</sup> October 2021

Dear City of Parramatta Council,

**RE: Carter Street bridges and cycleway**

Thank you for the opportunity to comment on the new bridges and cycleway proposed for Carter Street, Lidcombe. Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups.

Our mission is to make cycling better for everyone in NSW, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Cycling provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

Carter Street is identified as a priority walking and cycling route in the City of Parramatta Bike Plan. It is the only east-west street in the area and offers the most appropriate, viable route to connect the fast-growing Carter Street Precinct with the regional cycle network. When the upgrades are complete, residents will be able to cycle safely, separated from vehicles, to the shared paths along Haslams Creek and through the Sydney Olympic Park to the Parramatta River, to the M4 shared path which connects to Parramatta CBD and to the proposed Pippita Trail which provides a green recreational and transport corridor to Lidcombe Station, Rookwood cemetery and the Cooks River path.

**The Carter Street cycleway is a critical missing link in the local network and we strongly support the proposed upgrades.**

Bicycle NSW is very excited by recent developments in the cycling infrastructure in the Parramatta LGA and commend the Council's ambitions to provide sustainable, equitable transport options for residents and visitors of all ages and abilities. Safe cycling facilities help decongest roads, public transport and parking, don't contribute to environmental pollution and benefits local businesses, as people who ride bikes can easily stop at local shops en-route.<sup>i</sup>

There has never been a better time to build for bike riding and active transport, as evidenced in the new Transport for NSW policies that require State projects to prioritize road space for active transport (Figure 1):

- Providing for Walking and Cycling in Transport Projects Policy CP21001<sup>ii</sup>
- Road User Space Allocation Policy CP21000<sup>iii</sup>

By 2036, the Carter Street and Olympic Park precincts will have 11,625 new dwellings and the population will increase from under 2,000 people to 26,346, an average annual growth rate of over 14%<sup>iv</sup>. It is essential that new residents have access to multiple transport options beyond private cars to ensure that the new neighbourhoods are liveable and sustainable for future generations.

### Order of Road User Space Considerations



Figure 1: Diagram expressing Transport for NSW's road user priority (Source: Transport for NSW)

We applaud Parramatta Council for constructing separated bicycle paths along road corridors rather than the shared paths on sidewalks found in many LGAs. Shared paths are not suitable for areas with high pedestrian and cycling activity and will not lead to an acceptable level of amenity and safety for either walkers or riders, with conflict occurring between different users.

One of the three guiding policy themes at Bicycle NSW is 'Build it for Everyone'<sup>v</sup> and we advocate for infrastructure that is suitable for riders from 8 to 80 years of age to use independently. According to the best practice 'cycling segmentation' model, developed in Portland USA to identify the type and needs of existing and potential bike riders<sup>vi</sup>, separated bicycle paths will allow 70% of local residents to consider journeys by bike (Figure 2). The area is fairly level and the increasing use of e-bikes and other micromobility devices will ensure that active transport options are accessible to all residents.



Figure 2: Four general categories of comfort levels for cycling as transportation. (Source: North Sydney Council)

Door zone bike lanes, bike stencils on the road and dangerous intersections will continue to deter the 48%<sup>vii</sup> of people who are 'interested but concerned', from making the switch to cycling, and parents will still feel driving their children to school and activities is the only way to keep them safe from being hit by cars.

## Recommendations:

### 1. Future proof all walking and cycling infrastructure

It is important that Parramatta's active transport network is developed with regard to future growth in demand. The status quo of walking and cycling activity in the area is likely to change rapidly. The density of walkers will increase when new housing and retail is delivered as proposed. An upswing in travel by bikes has occurred recently due to Covid, individual reactions to climate change, a surge in local delivery services and the growing popularity of e-bikes. In addition, State policies to address climate change and urban liveability will add to pressures on councils to secure a much bigger travel share for walking and cycling.

Bicycle paths must be designed with the maximum possible width allowing for safe recovery and overtaking as ridership increases. Bicycle NSW recommends referring to the new Cycleway Design Toolbox<sup>viii</sup> to ensure that the paths are constructed to current best practice.

### 2. Prioritise space for active travel over parking for private vehicles

We urge Parramatta Council to resist calls to maintain on-street parking on the south side of Carter Street. 500 new parking spaces will be created as the Carter Street Precinct is developed. In the meantime, any small increase in inconvenience to car drivers created by reducing road space for driving and parking private vehicles will incentivise the mode-shift that Transport for NSW and Parramatta Council seek, benefitting local residents with quieter streets, and less pollution, noise and through-traffic.

### 3. Create safe crossings at all major intersections

Transport for NSW must install a signalised crossing at the junction of Carter Street and Birnie Avenue. This is a gap in the plans that needs to be addressed to prioritise active transport and encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and local strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure.

### 4. Maintain a focus on the important details of the cycle network

Bike parking and other end-of-trip facilities should be provided at journey end locations to further support riders and encourage participation. Wayfinding supports visitors to vibrant centres by clearly articulating and communicating the most efficient and safest route. Signage style for wayfinding should be consistent throughout the LGA and reflect the diversity of residents.

Congratulations Parramatta for delivering excellent new walking and cycling infrastructure. We look forward to riding on the completed Carter Street cycleway in the near future!

Yours faithfully,

***Sarah Bickford***

Bike Planner  
Bicycle NSW

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- <sup>i</sup> Jerome N Rachele. Do the sums: bicycle-friendly changes are good for business, The Conversation [Online as at 24/2/2021] [Do the sums: bicycle-friendly changes are good business \(theconversation.com\)](https://theconversation.com/do-the-sums-bicycle-friendly-changes-are-good-business)
- <sup>ii</sup> NSW Government, Providing for Walking and Cycling in Transport Projects Policy CP21001, [Online as at 19/2/2021] [www.transport.nsw.gov.au/system/files/media/documents/2021/providing-for-walking-and-cycling-in-transport-projects-policy.pdf](https://www.transport.nsw.gov.au/system/files/media/documents/2021/providing-for-walking-and-cycling-in-transport-projects-policy.pdf)
- <sup>iii</sup> NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] [www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf](https://www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf)
- <sup>iv</sup> City of Parramatta population forecast. <https://forecast.id.com.au/parramatta/population-households-dwellings?WebID=320>
- <sup>v</sup> Bicycle NSW, Policy Framework. [Online as at 19/7/2021] <https://bicyclensw.org.au/our-policy/>
- <sup>xvi</sup> Roger Geller. (2009). Four types of cyclists. Portland Bureau of Transportation. <https://www.portlandoregon.gov/transportation/article/264746>
- <sup>vii</sup> 70% of people when surveyed said they would ride more if they felt safe, NSW Government, Sydney's Cycling Future (2013) [Online as at 24/2/2021] <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sydneys-cycling-future-web.pdf>
- <sup>viii</sup> Cycleway Design Toolbox: designing for cycling and micromobility. Transport for NSW. <https://www.transport.nsw.gov.au/system/files/media/documents/2021/Cycleway-Design-Toolbox-Web.pdf>