

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

30th August 2023

transportplanning@cityofparramatta.nsw.gov.au

Dear Transport Planning Team,

Re: Parramatta Bike Plan Refresh

Thank you for the opportunity to provide feedback on the draft Parramatta Bike Plan 2023 (the 'Plan').

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

Bicycle NSW strongly supports the draft Parramatta Bike Plan 2023 and its excellent vision for a healthy, sustainable Central River City:

Cycling will play an important role in realising the vision for the Central River City. Cycling will support the liveability of Greater Parramatta by enabling residents, workers, students and visitors to have more transport choices as the city grows. Cycling will support growth by helping people access jobs, shopping, education and recreation through a healthy and low-cost alternative to private vehicle use.ⁱ

The draft Parramatta Bike Plan 2023 updates the 2017 Bike Plan. It does not try to reinvent the wheel but sensibly builds on extensive work undertaken 6 years ago to engage with the community and develop policies, programs, and the future bicycle infrastructure network.

The roll-out of the 2017 initiatives is still underway but a refresh is needed to reflect significant land use changes and planning proposals in the Parramatta area, as well as a raft of important NSW Government policies and strategies that have been released since 2018 which aim to achieve a much better balance of movement and place with vastly improved facilities for active transport. It is important that Parramatta's Bike Plan aligns with the new strategic context to maximise opportunities to develop active transport infrastructure and drive mode shift.

The talented team at City of Parramatta, with the valuable support of committed councillors, has delivered 8.5 km of quality facilities since 2017. This includes new boardwalks that complete and upgrade the foreshore path and the new Alfred Street Bridge. Parramatta is emerging from the rubble as a walkable, public-transport rich area, where private cars firmly take a back seat.

Surveys show that the number of participants who cycle has increased by 8% and the proportion of the community who think cycling in the Parramatta area has become easier increased by 5% - a great reflection of recent efforts to improve facilities. However, a majority of residents (80%) stated that they never cycle. This indicates a significant change opportunity.

Active travel projects that stitch the suburbs together and enable people of all ages and abilities to get around without a car are more sustainable than megaprojectsⁱⁱ. Such projects have big benefits, and not only for reducing pollution and congestion. Active mobility improves public health, activates high streets, helps build social connections and addresses inequality.

In this submission, we draw attention to the **highlights** of the Plan, but we also raise **some concerns** and put forward some suggested amendments. We hope our **recommendations** will inform further refinement of the Plan.

Bicycle NSW would like to thank Bicycle User Groups CAMWEST and Bike North for their contribution to our work. Their local knowledge and commitment to active transport over three decades has been invaluable when advocating for cycling facilities for riders of all ages and abilities. We align with their detailed submissions to the Parramatta Bike Plan Refresh.

The highlights of the draft Plan

The draft Parramatta Bike Plan 2023 (the 'Plan') is focused on creating a door-to-door experience that makes cycling the obvious choice for trips under 10km, with a key focus on trips under 5km.

The Future Parramatta Bicycle Network (Figure 1) is ambitious and extensive. The network includes important green grid corridors which were sadly omitted from the Strategic Cycleway Corridors program. There is a good pipeline of projects, with 20km of new and upgraded paths planned for delivery by 2027. City of Parramatta has taken advantage of temporary 'pop-up' treatments to trial cycleways which are now being made permanent, such as on Wigram Street.

The network diagram identifies the strategic regional routes. It is important for all stakeholders to be aware of these routes so they can be prioritised for delivery, with a focus on higher-quality separated facilities. Different funding streams and governance may apply to regional corridors.

The Plan recognises the importance of safe, direct, attractive, connected and comfortable bike facilities that can be used by riders aged from 8 to 80, of all abilities. These 5 principles align with international best-practice. A sixth principle, 'adaptable', is added – important as cycling is growing in Sydney and infrastructure must be future-proofed to ensure it can be expanded as population increases.

Separating bicycles from vehicles is a key aim for regional routes and will encourage many more people to take to two wheels. We are also pleased that the emerging concept of 'quietway' mixed traffic routes is embedded in the Plan, allowing a fine-grained local network to be rolled out quickly on residential streets by making economical changes to the streetscape that benefit all road users as well as residents. Calming traffic, lowering speeds and putting people first is fully supported by the [Better Streets for New South Wales](#) campaign, launched in November 2022.

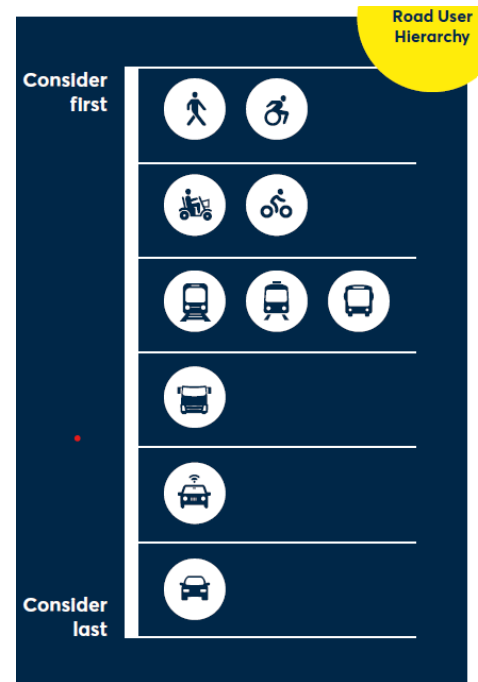
The Plan is backed by a clearly set out local and state strategic policy context. Important recent documents are discussed, such as the new [Future Transport Strategy](#), which has a key ambition to reduce car reliance and prioritise active, public and multi-modal transport options, the [Active Transport Strategy](#) which strives to double walking and cycling trips and deliver 100km of new cycleways by 2028, and the [Strategic Cycleway Corridors](#) program for the Central River City which identifies 32 corridors within a 340 km network. Prominent new local plans include the Community Strategic Plan 2018-2038 which aims to 'shift reliance on car use to more sustainable transport options', the Parramatta CBD Planning Framework which discusses the urgent need to reduce car use and the Disability Inclusion Action Plan which emphasises accessibility and active travel. Note that we make some recommendations to strengthen the strategic context in this submission.

We have some concerns and recommendations about the **network development policies**, which will be discussed below. However, we support Council's plan to:

- leverage land use planning controls to ensure new high-density development delivers bike infrastructure and facilities
- apply the Road User hierarchy when allocating road space in City of Parramatta
- ensure any road works or resurfacing or upgrades maximise the opportunity to deliver, repair or upgrade identified bike routes.
- to place bike logos in the middle of the lanes to clarify where cyclists should ride on mixed traffic routes
- ensure that drainage grates are safe to ride over.

The Road User Hierarchy is clearly expressed and sits at the heart of the Plan. Pedestrians receive the highest priority, followed by bike riders, public transport, freight, car share and finally single occupant private vehicles. The hierarchy guides difficult planning decisions within constrained road corridors. We strongly support Council's policy to apply hierarchy to the allocation of road space in City of Parramatta.

Figure 2:
The Road User Hierarchy for Parramatta (Source: City of Parramatta)



City of Parramatta recognises that safe infrastructure is only part of the solution to increasing active transport. A comprehensive package of supplementary measures is embedded in the Plan to encourage behaviour change. The four core behaviour change programs are based on the 2017 initiatives. However, they have been consolidated into a clearer, more concise set of initiatives.

1. Riding to education, which focuses on education and infrastructure and even raises the concept of 'School Streets'.
2. Sharing the Path, which recognises increased conflict issues on shared paths.
3. Supporting the community to ride, which has an impressive list of components including subsidised bike rental and commendable support for council staff to show leadership by riding.
4. Sharing the road, which builds on the 2017 program, and includes reference to the 2018 Minimum Passing Distance lawⁱⁱⁱ.

We make some additional recommendations in the following sections about these programs.

Concerns about the draft Plan

- The mapping is detailed but it is not clear what bicycle infrastructure currently exists, what needs upgrading, what is proposed – and when delivery is expected. There are several short, isolated sections of cycleway that should not be included in this planning map if they will not form part of the connected future network. Typologies are shown but these can change frequently within short stretches of a route, and this is hard to show on a small-scale map. In addition, it may not be wise to define different typologies on a high-level map that will guide infrastructure delivery over many years as there is less flexibility to adapt to changing policy and funding regimes.
- Much of the existing and proposed network is identified as 'on-road painted bicycle lanes'. This is no longer a recognised treatment in the Transport for NSW Cycleway Design Toolbox^{iv}. **It will not achieve the Plan's aim of delivering facilities for riders aged from 8 to 80, of all abilities.** The Toolbox includes the 'quietway' for mixed traffic on-road routes, but this typology is only suitable for local streets where traffic volumes and speed can be constrained. Arterial roads need separated bicycle paths or shared paths if they are included in the bicycle network.
- The policy that road re-surfacing will include *painted* bicycle markings where the road is on a designated cycleway (Page 18) risks missing vital opportunities to add best-practice separated bicycle infrastructure, traffic calming, kerb extensions, water sensitive design elements, landscaping and pedestrian crossings.
- There is no mention of 30km/h speed limits. Council makes a tentative promise to work with Transport for NSW to lower speed limits in the CBD and on quiet residential streets but does not commit to advocating for best-practice limits, fundamentally constraining the ability of Parramatta to improve road safety or deliver mixed traffic 'quietway' bicycle routes. Speed is the biggest cause of road traffic deaths, especially among children and young people.
- There are gaps in the data. It would be useful to know about car ownership trends and the mode choices of people who work and study in Parramatta but live elsewhere. We question the proportion of residents now working from home – is 57% accurate?
- It is disappointing not to see targets for active travel to school, weakening an important element of the draft Parramatta Bike Plan.
- It is unclear what has happened to date with the behaviour change programs established in 2017. A progress report would be a useful addition to the Plan. Stakeholders could understand achievements to date, whether additional funding should be sought, and the challenges that need to be addressed.
- The ongoing issues caused by the Parramatta Light Rail are not discussed. Large swathes of the CBD have been rendered inaccessible to bikes with 'no bikes' and 'cyclists dismount' signage. The Plan's ambition to create a cycle-friendly CBD will not progress without addressing the current and future impact of light rail.
- The Plan does not mention e-scooters, cargo bikes or zero-emissions last-mile delivery. Micromobility devices of all shapes and sizes have huge potential to play a key role in a sustainable transport system.
- In the 2017 Bike Plan there was a policy to investigate reforms to car parking and car use pricing in Parramatta. Why has this been dropped? Carefully managed parking is a powerful lever to manage car use, and reassessing the best and highest use of the kerbside lane may free up space for more walking and cycling infrastructure.

- There is no clear action plan or implementation schedule for the delivery of the proposed network. This was set out in some detail in 2017. Network priorities are specified in the draft Plan but these are very vague, defined only by general area. It is important to outline the prioritisation process and clarify the priority routes for short-, medium-, and long-term delivery, showing the location and length of these routes on a map. Stakeholders need to be reassured that the pace of delivery will meet the needs and expectations of the community.
- The 2023 Plan does not include a strategy or framework for monitoring and evaluating progress to deliver elements of the plan. Again, this was discussed in detail in 2017 and showed intent to regular report to relevant stakeholders on the outcomes of the Bike Plan.

Recommendations for the final Plan

Flesh out the strategic context:

- The section on Sydney's Green Grid and Strategic Cycleway Corridors should include extracts from the network diagrams (Figures 4 and 5). It is important to ensure that all stakeholders understand how the Future Parramatta Bicycle Network (Figure 1) aligns with State government planning. This will help embed the future network in strategic planning, strengthen funding applications and clarify where political support can be expected.
- Explicitly include reference to two important NSW Government policies published in 2021 to ensure they are front-of-mind for Parramatta planners and decision makers:
 - the [Road User Space Allocation Policy](#) bolsters the Movement and Place Framework and establishes a road user hierarchy that considers pedestrians first and private cars last. It provides local and State governments with a powerful lever to prioritise road space for active transport and aligns with Parramatta's Road User Hierarchy (Figure 2).
 - the [Providing for Walking and Cycling in Transport Projects Policy](#) aims to ensure that investment in transport projects is leveraged to deliver high-quality active transport infrastructure.
- Include photos to illustrate the cross sections in Section 10 and clarify the different Cycleway Design Toolbox typologies (Figure 3). This will help the community understand what best-practice infrastructure looks like and encourage advocacy to support high-quality outcomes. In addition, discussion about the Movement and Place framework should include small photographs of examples of the key street classifications, ideally depicting familiar locations within Parramatta.



Separated cycleway



Separated cycleway in park



Shared path within park



Shared path



Local street with cycling treatment



Shared zone

Figure 3: Extract from Northern Beaches Bike Plan clarifies different bicycle infrastructure typologies to the community.
(Source: Northern Beaches Council)

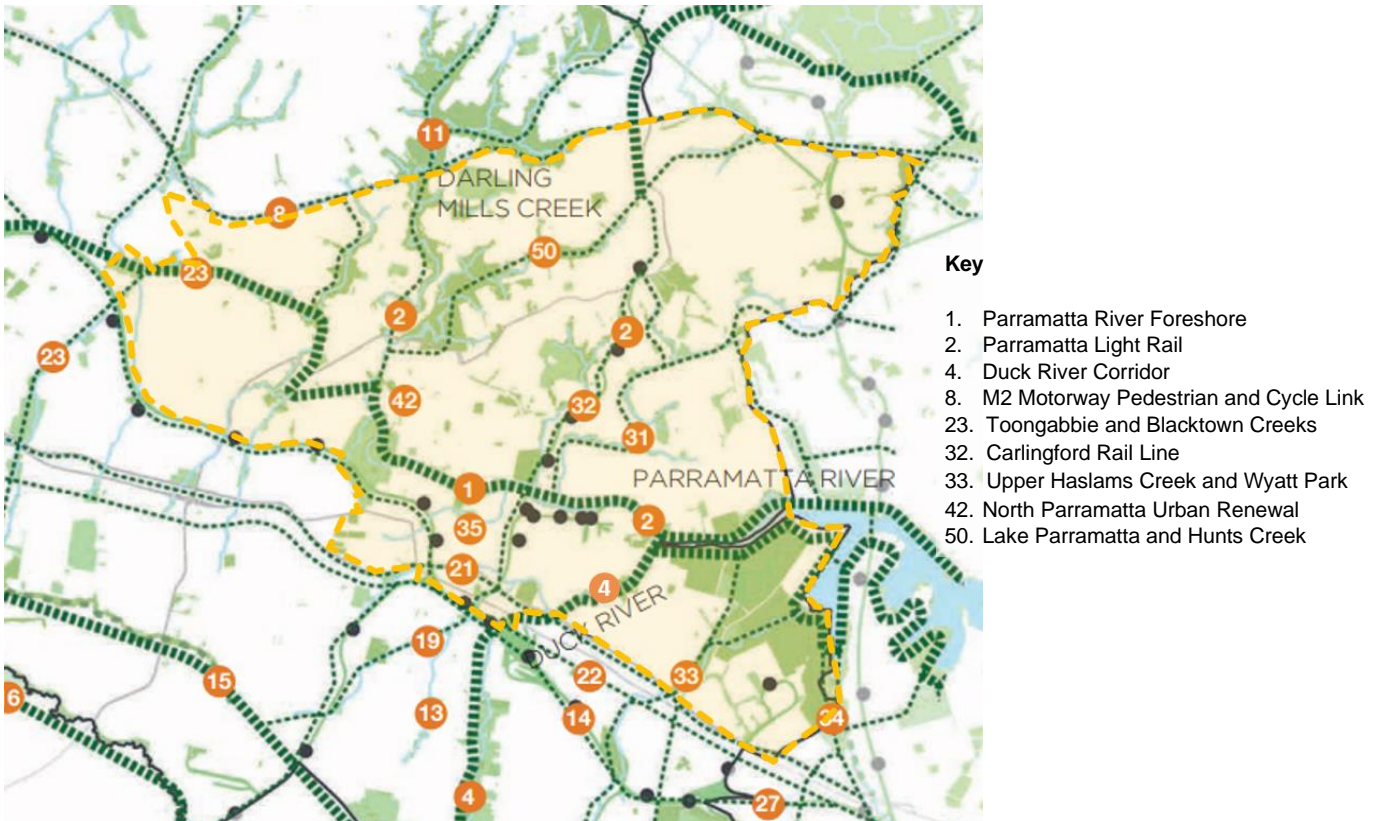


Figure 3: Extract from the Green Grid showing project opportunities in the Parramatta LGA area. The Sydney Green Grid, developed by the NSW Government Architect in 2017 and reflected in the district and region plans, proposes an interconnecting network of open spaces that support walking and cycling. (Source: Tyrrell Studio / NSW Government Architect)

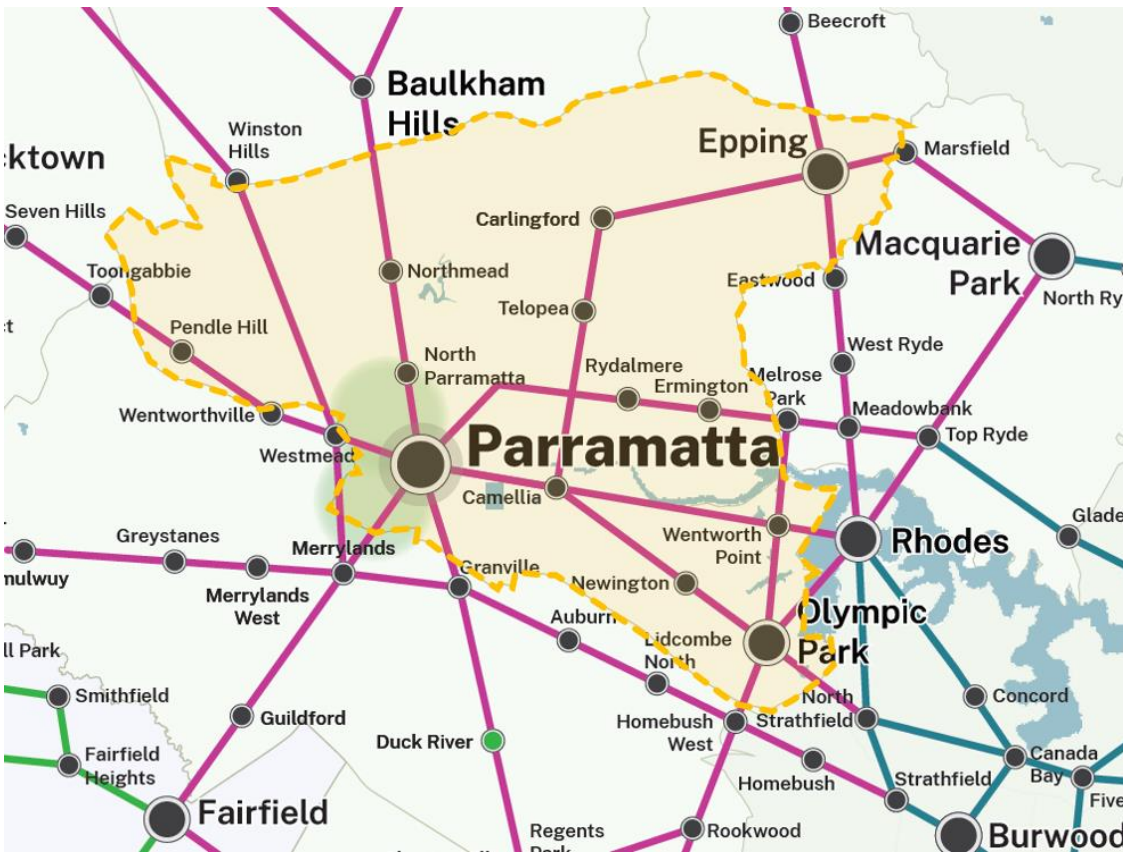


Figure 4: Extract from the new Central River City Strategic Cycleway Corridor network map showing proposed links between local and strategic centres. (Source: TfNSW)

Develop clearer mapping to support the 2023 Bike Plan

- Bicycle NSW recognises that it is a difficult task to provide a detailed and clear network map within an A4 document for an area as large as Parramatta. Instead, City of Parramatta should investigate a dynamic [online mapping system](#) such as the one embedded in the Northern Beaches Bike Plan 2020^{vi}.
- An online map allows the location, status and treatment of each element of cycleway to be described and updated quickly as projects evolve. Layers can be set up to show what is existing, where upgrades are needed and which sections are proposed for short-, medium-, and long-term delivery. Users can zoom in on specific sections to see which typologies are currently proposed as the cycleway navigates junctions, open spaces and different street conditions.
- Many proposed routes cross industrial sites and it will be a long time before cycleways are built as part of future residential and mixed-use precincts. It is important that these are included in the Plan to keep them at the forefront of future planning. However, the final alignments and typologies are likely to change, particularly in Rosehill and Camellia. As discussed, the mapping should be flexible and indicate which routes are subject to long-term planning.
- CAMWEST members have made several detailed suggestions for additional connections and amendments to proposed routes, with a focus on the Olympic Park area. Bicycle NSW aligns with their [submission](#) and asks City of Parramatta to consider updating the network plan to reflect CAMWEST suggestions, as well as relevant comments garnered from the online consultation map.
- On-road painted lanes should not form part of the principal network of safe, all ages and abilities routes, or the list of preferred typologies.
- Some of the proposed on-road routes use major road corridors such as North Rocks Road. We understand that a small percentage of 'strong and fearless' bike riders prefer the direct routes offered by busier roads and are comfortable in traffic. We also realise that budget and spatial constraints prevent the provision of separated bike infrastructure in every corner of Parramatta.
- Cycling can be made safer on these roads with reduced speed limits, painted bike logos, warning signs for all road users, forward stop lines at intersections, head start green lights, and regular maintenance to ensure smooth surfaces. It is important that on-road commuting routes are shown on planning maps so all stakeholders can continue to ensure that the road environment and signage is up to scratch.
- Bicycle NSW suggests that City of Parramatta considers the approach taken by [Northern Beaches Council](#). A separate Road Cycling Network identifies major routes used by commuting and sport cyclists and provides actions to make these areas safer for all road users. The road cycling network could be shown in a separate layer in a different colour on the Parramatta network plan. This would clarify where facilities will only be suitable for confident riders.
- Note that North Rocks Road should not be designated as a regional route. With on-road painted bicycle lanes, it will be unsuitable for the majority of bike riders, and it is not a Green Grid or Strategic Cycleway Corridor.
- Council must consider which routes shown in yellow on the Proposed Parramatta Bicycle Network should be converted to red mixed traffic routes. This will require traffic calming interventions to ensure slow vehicle speeds and low traffic volumes in line with the 'quietway' treatments outlined in the Cycleway Design Toolbox^{vii}.

- If yellow sections are not scheduled for future 'quietway' facilities or separated infrastructure, and they are not suitable for inclusion in a defined road cycling network, we suggest that they are removed from the Proposed Parramatta Bicycle Network.
- A simplified 'printed' map for the 2023 Bike Plan could be similar to the [City of Sydney plan](#) (Figure 5). This clearly shows the major cycleway routes and highlights what is still to be delivered. A third line type could indicate existing sections in the queue for upgrades. The main safe bicycle network would use one colour. Two more colours could be used to identify the road cycling network and any additional local routes. Cycleway treatments are not shown. This allows the cycleway designers to propose the most appropriate typology for each section as projects evolve.

Figure 5: The Sydney Bike Network
(Source: [City of Sydney Cycling strategy and action plan 2018-2030](#))



- Bicycle NSW recommends referring to the new Cycleway Design Toolbox^{viii} and the 2017 Austroads Cycling Aspects of Austroads Guides (AP-G88-17) to ensure that the paths are constructed to current best practice

Reduce speed limits to 30km/h on local streets and shopping areas

- The Vision Zero goal of lowering speed limits to 30 km/h on residential streets and around schools and town centres is considered international best practice and is gaining momentum in Australian and New Zealand. This approach includes pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education^{ix}. The British Medical Journal^x found that the use of 20mph (32km/h) over a twenty-year period from 1986–2006 significantly improved road safety for users of all transport modes and ages.
- The rate of children under 15 years old being killed and seriously injured dropped by 50% in areas where the speed limit is reduced to 20mph (32km/h). The UN resolution of August 2020^{xi} urged all countries to adopt 30 km/h limits in areas where people are walking and playing. Most Australians already support lowering speed limits in neighbourhoods^{xii}. Acceptance usually increases after implementation, as has been the case in countries like the UK and Germany. Several 30km/h trials run in Melbourne and New Zealand before 2020 have been successful. Popularity increased further after people experienced the benefits^{xiii}.

- 30 km/h speed limits are important for mixed traffic 'quietway' cycleways and must be part of Parramatta's toolbox. Another huge benefit of lower speed limits is that vehicle lanes can be narrowed, allowing more road space to be reallocated to wider footpaths and landscaping.
- It is unfortunate that Transport for NSW, responsible for managing speed limits across the state, has shown little enthusiasm for implementing a widespread 30 km/h speed limit. This lukewarm approach is a barrier to reducing road trauma and improving streets for people, walking and riding bikes. The [NSW speed limit guidelines](#) have recently received a much-needed update and now include official recommendations for 30km/h speed zones. Previously, there wasn't even a mention of 30km/h in the guidelines. It is now easier to implement changes to speed limits in local streets.
- The City of Parramatta must overcome bureaucratic obstacles and a reluctance to rock the boat. It is time to push harder for ambitious change that prioritizes safety and liveability.

Include actions to advocate that Parramatta Light Rail delivers good outcomes for bike riding

- [Parramatta Light Rail Stage 1](#) has excluded bicycles from large parts of the Parramatta CBD. This undermines the great good that can be achieved by the transformation of traffic sewers into multi-modal transport corridors.
- People need to use the streets with light rail tracks to reach their final destinations. Businesses and restaurants require access for bike couriers and food delivery workers. Directing bike riders to dismount can be dangerous in traffic or when manoeuvring heavy cargo bikes. Walking a bike can be impossible for those with disabilities or limited mobility. Inconvenient and disconnected journeys discourage cycling, limiting the mode shift that the 2023 Bike Plan and recent NSW Government strategies and policies aim to achieve.
- There are translatable technologies that have been developed in different parts of the world to make tram tracks safer for vulnerable road users. For example, track inserts can be deployed in locations where the angle of the tracks creates a risk of wheel entrapment for bikes and wheelchairs. It is important to design the infrastructure to avoid any need to cross tracks at an angle less than the recommended 60 degrees
- The Active Transport Link provided by the project is a highly valued piece of infrastructure. However, there are missing connections to surrounding streets, unnecessary bollards and insufficient width to accommodate future growth. It is important that Stage 2 does not repeat the mistakes of Stage 1.
- Our [letter to the Transport Minister](#) regarding the Parramatta Light Rail discusses these issues in greater detail.

Develop strong policies and strategies to make better use of the kerbside lane

- Removal of street parking will be necessary in places to create safe raised crossings, wide footpaths and shared paths, and separated bicycle paths. Council must be strong when faced with resident and business opposition. On-street parking is fundamentally the storage of private property in the public domain. Free and abundant parking encourages car use for short local trips. Filling public space with car parking reduces opportunities for creating attractive places for people that are proven to have higher economic and social benefit.

- Studies show that parking spaces in commercial areas are less significant for customers than many businesses expect, with owners overestimating the proportion of customers arriving by car by a factor of 3^{xiv}. Visitors themselves overwhelmingly prefer widened footpaths, even if it means sacrificing some parking spaces. Cyclists and pedestrians are better customers, spending over twice as much time in the area and 40% more money per month than people driving. A report from London showed that improvements to the public realm to enable safer walking and cycling lead to a 30% increase in trade^{xv}.
- A **kerbside strategy** would complement the Bike Plan and help make a case for freeing up kerb space for more active transport infrastructure.
- Lambeth Council in London has unveiled one of the most ambitious strategies of its kind to make the kerb more accessible, fairer and more climate resilient. The Lambeth [Kerbside Strategy](#) outlines four priorities that will be applied to every street in the borough to enable accessible and active travel, create social spaces, increase climate resilience, and reduce traffic and emissions. The aim is to transfer 25% of kerbside to sustainable uses by 2030. These uses would include cycleways, new shared scooter and bike bays, electric vehicle charging points, cycle hangers, space for businesses using cargo bikes and electric delivery vehicles, car share spaces, parklets and landscaped areas to provide shade and reduce stormwater run-off.
- In 2020, WSP Australia published a report, [Future Ready Kerbside](#), with numerous inspiring ideas for reassessing our relationship with the kerb to prioritise people and sustainable transport.
- Limited and appropriately priced parking is a mechanism for discouraging the use of private cars. Parking for bicycles, scooters and car share vehicles must be prioritised over parking for private vehicles.
- It is getting easier and easier to access a car for trips that are too awkward by public or active transport. Car sharing and ride hailing are slowly chipping away at the one-person, one-car mentality that Australians are accustomed to after 60 years of car-centric planning. Membership of local car share schemes grows every year, showing a huge appetite for new models of vehicle use^{xvi}.
- Remember that the best places always have a parking problem! Council should concentrate on making the best possible use of public space to create town centres that people will flock to, even if they have to park off-street in a private facility or find a street space a little further away from their destination.

Ensure that new cycle infrastructure is inclusive

- All types of bikes should be accommodated by the cycling infrastructure, including cargo bikes and tricycles. The width of the paths is critical and it is important to consider turning radius, dropped kerbs, ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network. Cargo bikes will increasingly be used for deliveries and have huge potential to play a key role in a sustainable transport system.
- Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on urban streets due to barriers caused by poor urban design. Any measures enabling cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scooters^{xvii}.

Prioritise pedestrians and cyclists at all intersections

- Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and Council strategies, small

delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure. Pedestrian and bicycle level of service should be optimised with the following features:

- Instant green on demand for pedestrians and bicycles at mid-block crossings, with induction loop detectors for bicycles/wheelchairs/mobility scooters and fully accessible push buttons.
- Longer crossing times so that pedestrians of all ages and abilities have time to cross safely and without stress.
- Automatic green for pedestrians/bicycles at all signalised intersections so there is no need to press a 'beg button'
- Raised crossings at unsignalised intersections will slow cars and improve safety.
- Bicycle paths must continue across the raised and signalised crossings so people riding bikes are not required to dismount.

Develop and promote multi-modal options for local and regional trips

- Multi-modal connectivity will improve access within and beyond the LGA for residents of all ages and abilities. The seamless integration of buses, light rail, shared cars, cycleways, secure bike parking and high-quality pedestrian realm is key to making active and public transport attractive alternatives to the private vehicle for more trips, more often.
- Bikes can be carried on city trains and light rail To augment multi-modal transport, Council should work with bus operators to allow carriage of cycles on front-mounted bike racks. This is common in Canberra and parts of Victoria and would unlock car-free mobility across the entire LGA, including areas not served by rail.
- In addition, Council should explore exciting opportunities for micromobility technologies to support multimodal end-to-end journeys.

Increase tree canopy cover over the walking and cycling network

- Climate change is causing an increase in hot weather in Sydney. Many areas experience 10-20 days each year where the maximum temperature is greater than 35°C. Maximum summer temperatures are predicted to increase by 2.3°C by 2070 when 40 annual hot days over 35°C are likely. It is essential to create a tree canopy over footpaths and shared paths to ensure that they are comfortable to use in the warmer months, allowing opportunities for exercise and mitigating the health impacts of inactivity, such as diabetes and heart disease.

Conclusion

We look forward to reading the final Parramatta Bike Plan 2023 and working with City of Parramatta to progress the delivery of high-quality active transport infrastructure. We are particularly keen to see an action plan for implementing the Proposed Parramatta Bicycle Network and hope that George Street and Marsden Street will be elevated to the top of the list to unlock safe cycling in the CBD!

Many of the Bike Plan initiatives align closely with current campaigns and programs that Bicycle NSW is working on. We can assist with advocating at state and federal level for [e-bike subsidies](#) for private and workplace use. We have a strong relationship with key staff at NSW Police and we are developing a new push to ensure the community is aware of the [Minimum Passing Distance laws](#).

We have established a Share the Path program and organise pop-up Share the Path activities on behalf of councils in key network corridors at peak periods to encourage safe riding and good cycling and walking etiquette. Our Safe Paths to School initiatives help councils build, promote and expand their riding to education programs.

Please reach out with any questions or help needed. If requested, Bicycle NSW would be delighted to assist with advocating for new bicycle facilities through our connections with politicians, Transport for NSW and neighbouring metropolitan councils.

Yours sincerely,



Sarah Bickford

Active Transport Planner
Bicycle NSW



Peter McLean

Chief Executive Officer
Bicycle NSW

ⁱ Parramatta City Council. 2023, August. Draft Parramatta Bike Plan 2023.

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ⁱⁱⁱ Bicycle NSW. 2018. Minimum Passing Distance rules. <https://bicyclensw.org.au/minimum-passing-distance/>

^{iv} Cycleway Design Toolbox: designing for cycling and micromobility. Transport for NSW.

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^v Sydney Green Grid, Central District. Tyrrell Studio, 2017.

<https://www.governmentarchitect.nsw.gov.au/resources/ga/media/files/ga/plans/sydney-green-grid-plan-4-central-district-2017.pdf>

^{vi} Northern Beaches Council. 2020, July. Northern Beaches Bike Plan. https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.nthbch-yoursay.files/7315/9738/2036/2020_466898__Northern_Beaches_Bike_Plan_-_FINAL_Adopted.PDF

^{vii} Cycleway Design Toolbox: designing for cycling and micromobility. Transport for NSW.

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^{viii} Cycleway Design Toolbox: designing for cycling and micromobility. Transport for NSW.

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^{ix} Vision Zero Network. (2015, April 13). European Cities Lead the Way Toward Vision Zero.

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^{xi} 20's Plenty. 2020, August. General Assembly of the United Nations says 20's plenty.

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^{xii} What Australians want report, https://irp.cdn-website.com/541aa469/files/uploaded/What_Australia_Wants_Report_.pdf

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^{xiii} https://www.20splenty.org/20mph_choice

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^{xvi} Inner West Council. 2021, Feb. Proposed care share policy. <https://yoursay.innerwest.nsw.gov.au/car-share-policy-draft>

^{xvii} Wheel for Wellbeing. 2020. A Guide to inclusive cycling. https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf