

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

6th May 2024

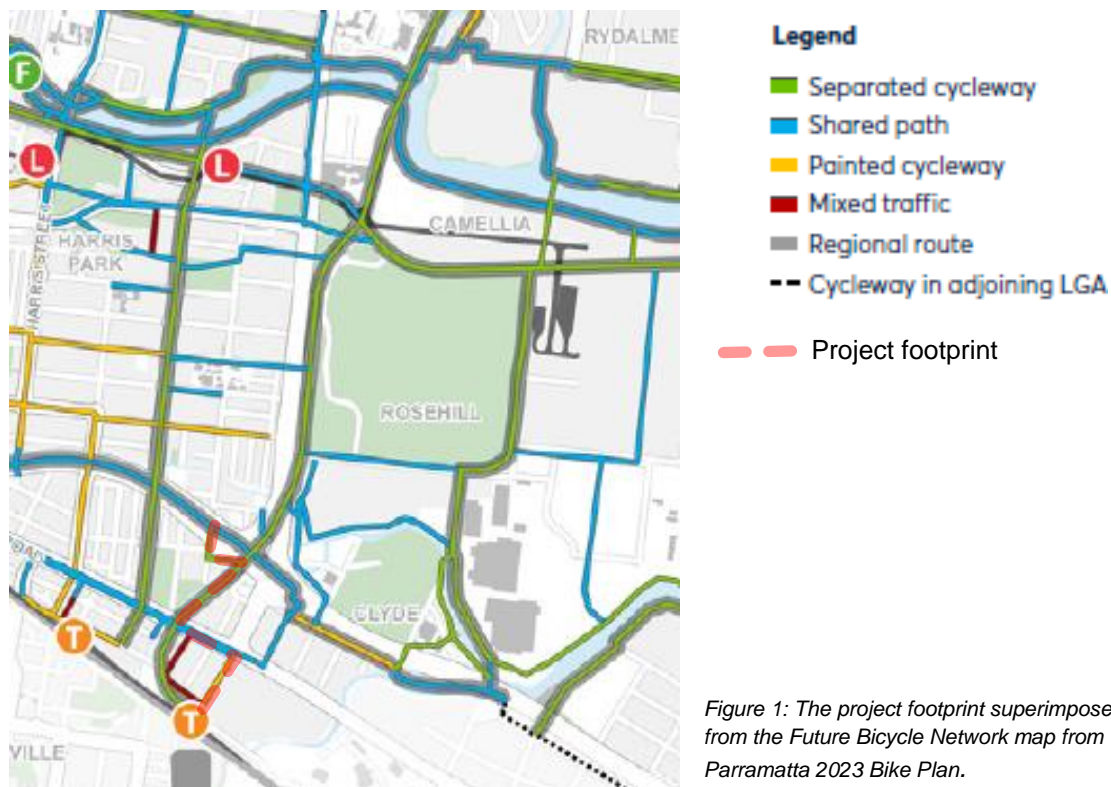
transportplanning@cityofparramatta.nsw.gov.au

Dear Mark and the Transport Planning Team,

Re: Wilderline to Duck River Pedestrian and Cyclist Paths

Thank you for the opportunity to comment on the proposal to construct new walking and cycling paths to connect the M4 shared path at Arthur St with the Clyde Station overbridge.

Bicycle NSW strongly supports the draft concept design which will greatly improve the access between Parramatta and the Duck River open space corridor. This is an important Strategic Cycleway Corridor, and the new paths will contribute to the Duck River Green Grid corridor.



We work closely with Bicycle User Group CAMWEST. Bicycle NSW aligns with CAMWEST's [submission](#) which draws on local knowledge and expertise to make detailed comments on elements of the proposal.

Comments and recommendations for the 3 sections:

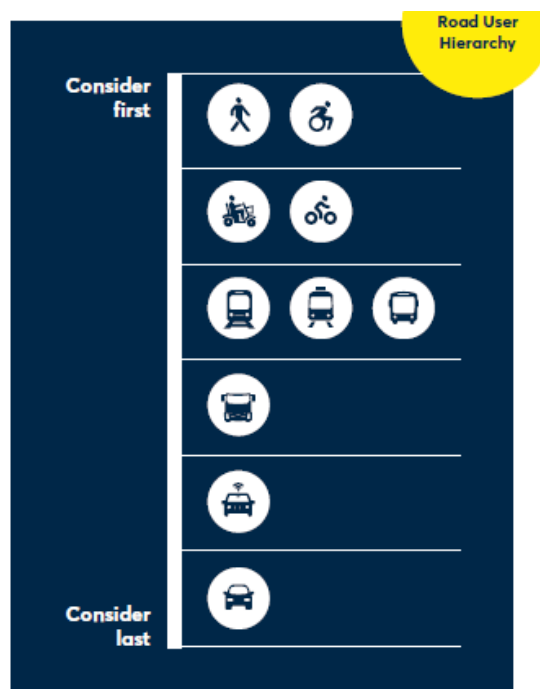
T6 (Wilderline) to Parramatta Road

- The conversion of a 300m section of the disused T6 is the first step of a very exciting project to deliver the Wilderline active transport corridor. The section to the north of Hamilton Street will be delivered by Sydney Metro West in due course.
- City of Parramatta is to be commended for taking the lead on the development of the Wilderline. We urge Council to use this opportunity to set the tone for the quality of the future facility. Aim for generous and separated paths, extensive landscaping, thick tree canopy, lighting that allows safe 24-hour access, and attractive places to rest.
- Note that the design drawings show this section as a 6m wide *shared path*. We suggest pushing for separated walking and cycling paths to future-proof the facility from the outset, with a clear expectation that separation will be continued further north by Sydney Metro. The newly separated paths on the Parramatta Valley Cycleway are providing much more comfort to people walking and cycling but retrofitting separation is not always easy or cost-effective.

Wilderline to M4 Shared Path

- It is great to see separated walking and cycling paths proposed for Hamilton and Arthur Street
- Aim for 3.0m wide bicycle paths wherever possible, in line with optimal configuration shown in the Transport for NSW Cycleway Design Toolbox.
- We are impressed by City of Parramatta's approach to analysing parking demand. With clear data showing that only 43 out of 77 spaces on Arthur Street are being used at peak times, the community is more likely to support the loss of 29 spaces to allow the installation of best-practice active transport infrastructure.
- Removing parking spaces to create space for walking and cycling infrastructure aligns with the Transport for NSW Road User Space Allocation Policy which prioritises people walking, then riding. Private vehicles should be considered last. The parking of private vehicles must no longer be the priority when allocating road space to different users. A Road User Hierarchy is now embedded in Parramatta's Bike Plan 2023 (Figure 2). Council has committed to apply the hierarchy in road space allocation and transport investment decisions.

Figure 2:
City of Parramatta's Road User
Hierarchy (Source: Parramatta Bike Plan
2023)



Parramatta Road to Clyde Station

- We recognise that a detailed feasibility study has informed the route selection and we support the decision to use Marsh Street.
- It is excellent that bike riders will be largely separated from pedestrian on Marsh St. This is an improvement on the painted cycleway treatment indicated on the on the 2023 Bike Plan network (Figure 1).
- The crossing of George Street at Parramatta road is not ideal and provided no protection for vulnerable road users. We suggest adding another raised pedestrian and cyclist wombat crossing here to enable people of all ages and abilities to cross safely. Vehicles will then need to slow to a very low speed to turn into George Street, and this is facilitated by the existing left turn lane on Parramatta Rd.
- If a raised crossing is not possible, we recommend setting the crossing point in a car length (around 6m) to improve sightlines and safety. In addition, kerb extensions would create more space for the share path and reduce the crossing width.
- We like CAMWEST's suggestion of a diagonal crossing at Marsh Street to reduce wait times for bike riders and pedestrians. Bike and foot traffic will not be continuous or high volume so lights should change quickly once a green phase is requested. We will support your advocacy to TfNSW for changes to the signal that reflect the Road User Hierarchy.
- The footbridge over the rail tracks at Clyde Station is a very rideable width. However, it is not currently a shared path and barriers force riders to dismount. We will continue to amplify Cumberland and Parramatta Councils' request that Transport for NSW allows shared use of the bridge.
- Ultimately, the curved section of abandoned T6 train tracks should be repurposed as an active transport link between Clyde Station and Parramatta Road. The path could be reached directly from the Clyde Station overbridge by constructing a new ramp from the existing landing where the north ramp switches direction.

Please do not hesitate to contact Bicycle NSW if we can help further to move this project forward. We look forward to riding on this first stage of the Wilderline very soon!

Yours sincerely,



Sarah Bickford

Active Transport Planner
Bicycle NSW



Peter McLean

Chief Executive Officer
Bicycle NSW

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-eight 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. 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.