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 City of Parramatta Council  
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Dear Mark and the Transport Planning Team,

**Re: Draft Kleins Road Pedestrian and Cyclist Corridor**

Thank you for the opportunity to comment on the proposal for a network of connected pedestrian and cyclist pathways and road crossings from Winston Hills and Northmead to Parramatta.

**Bicycle NSW strongly supports the draft concept design which includes separated bicycle paths along the length of Kleins Rd and part of Fleet St, new sections of shared path, and a fabulous new pedestrian and cyclist bridge over Darling Mills Creek.**

This submission highlights the importance of the proposed changes to the corridor, and makes some **recommendations** to inform the future planning and delivery of the project:

- Separate bike riders and pedestrians on Kleins Road, as currently proposed
- Avoid defaulting to a shared path option for Kleins Road
- Apply a 40km/h speed limit across the project corridor
- Advocate for a connection from Eels Place to Parramatta Park

**Strategic significance of the pedestrian and cyclist corridor**

The project delivers an important Strategic Cycleway Corridor (Figure 1) and key sections of Parramatta’s Bike Network (Figure 2).

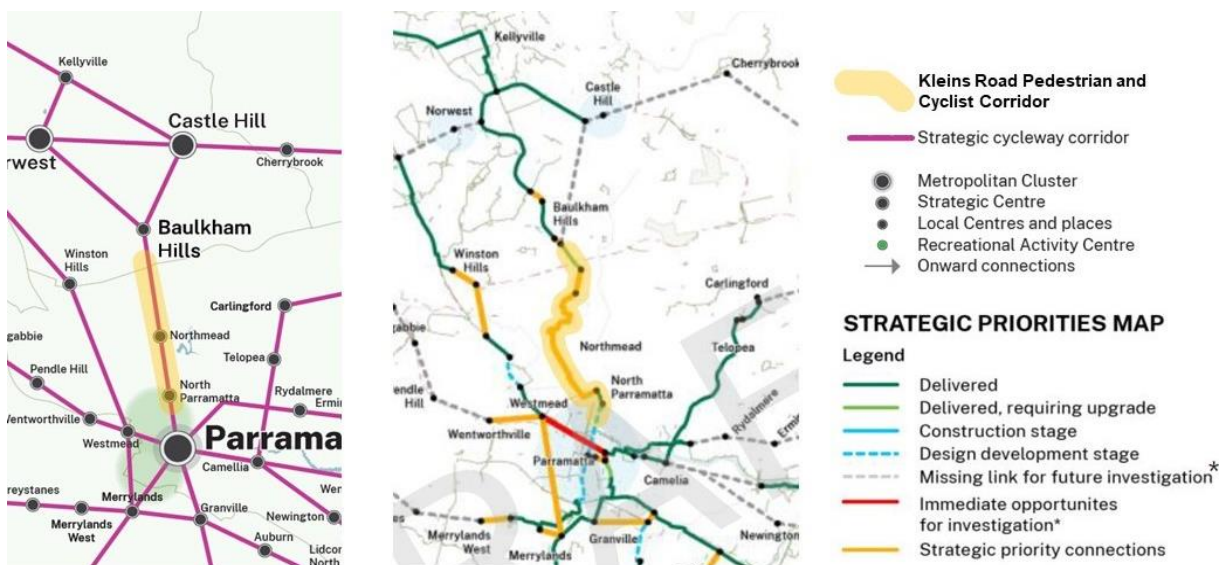


Figure 1:  
 The Strategic Cycleway Corridors network map for the Central River City was published in early 2023. A key corridor stretches between Parramatta and Baulkham Hills (left). Further work to locate the corridors and analyse gaps identified the 4.4km Kleins Road Cycleway as a ‘strategic priority connection’ on the Parramatta to Kellyville corridor (right) (Source: Transport for NSW)

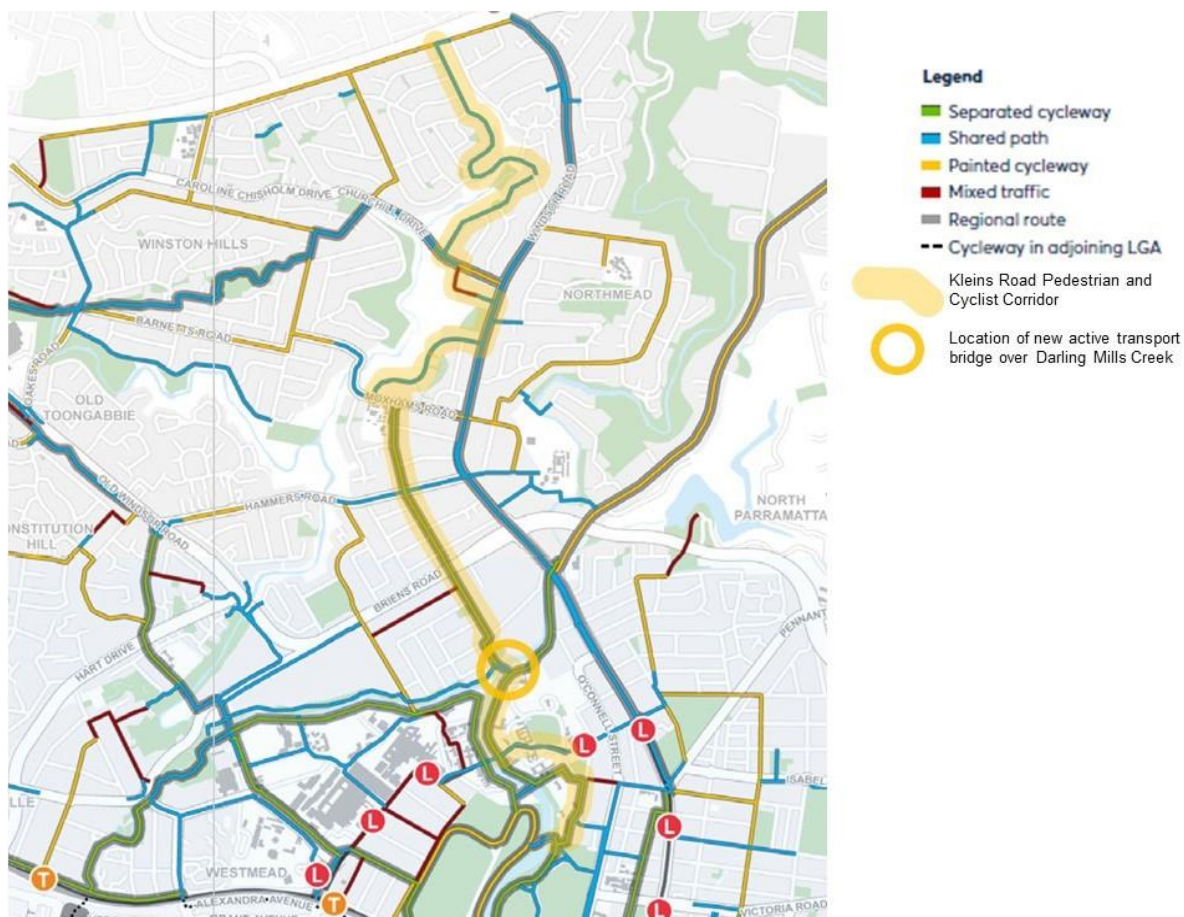


Figure 2: The project footprint superimposed on an extract from the Future Bicycle Network map from the City of Parramatta 2023 Bike Plan (Source: City of Parramatta/Bicycle NSW)

The active transport bridge, feeding a separated bicycle path on Kleins Road, will be **a game-changer for local and regional accessibility**. Residents of Northmead and suburbs to the north will, for the first time, have a safe, direct and attractive route safe route to central Parramatta. The corridor links schools, shops and parks with the developing Cumberland Hospital Precinct and all the amenities, health and education institutions and employment opportunities at Parramatta and Westmead.

A Bicycle NSW site visit clarified the urgent need to alter the movement and place function of Kleins Road.



Figure 3: Traffic queuing for several hundred meters on Kleins Road near the intersection with the Cumberland Highway (left). Buses are also stuck in the jam and there is no safe space to cycle. The residents of Northmead need alternative options to get around! The shops near the intersection with the Cumberland Hwy (right) lack amenity. The public domain needs upgrading (Images: Bicycle NSW)

Kleins Road is a congested and dangerous street that is awful for people walking, cycling, using the bus and driving. Side street crossings are unprotected, vehicle speeds are too high and very few students at Northmead Public School cycle to school. Change is desperately needed.

Darling Mills Creek is a barrier to movement between Northmead and Parramatta. Indirect routes on Church Street or Redbank Road provide the only way across the creek but both roads are congested, polluted and dangerous. An alternative route via a dedicated car-free bridge would **unlock active transport in the area**.

### Recommendations for the development of the designs:

- **City of Parramatta must deliver a best-practice separated bicycle path on Kleins Road, as currently proposed.**

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>i</sup>, separated bicycle paths will allow 70% of local residents to consider journeys by bike. The area has some steep inclines but e-bikes and other micromobility devices will ensure that active transport options are accessible to all residents.

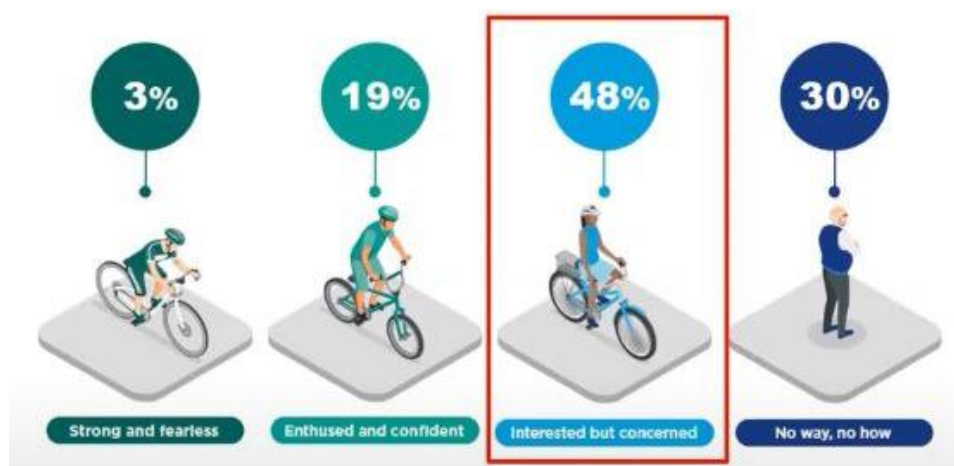


Figure 4: Four general categories of comfort levels for cycling as transportation. (Source: North Sydney Council)

Some parking spaces will be reallocated to create space for the cycleway and new landscaped beds. The reallocation of road space for active travel is supported by Transport for NSW’s **Road User Space Allocation Policy**<sup>ii</sup> and a raft of City of Parramatta strategies.

A Road User Hierarchy is now embedded in Parramatta’s Bike Plan 2023 (Figure 5). Council has committed to apply the hierarchy in road space allocation and transport investment decisions. People walking must be prioritised, followed by people riding bikes and other micromobility devices. Private vehicles should be considered last. The parking of private vehicles must no longer be the priority when allocating road space to different users.

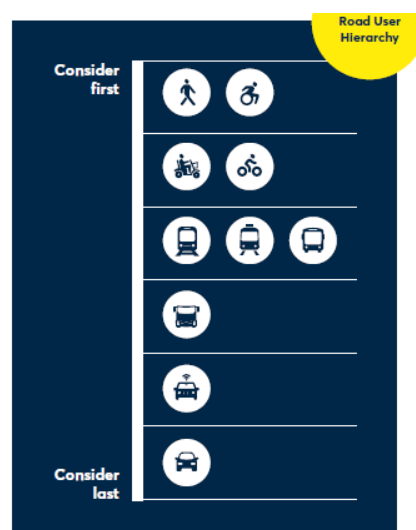


Figure 5: City of Parramatta’s Road User Hierarchy (Source: Parramatta Bike Plan 2023)

Once again, we are impressed by City of Parramatta's approach to analysing parking demand. With clear data showing how many spaces are used at peak times, the community is more likely to support the removal of some spaces to allow the installation of best-practice active transport infrastructure. The designs are careful to minimise parking loss in areas with high demand, such as around the shops and the primary school.

- **A shared path would not achieve optimal outcomes for Kleins Road**

We urge Councillors to support safe active transport facilities over the storage of private cars, and not default to a shared path option under pressure from residents to retain parking spaces.

There are many reasons why a shared path is not appropriate for such an important section of the cycling network. These include conflict between people walking and cycling, which will get worse as population and active travel increase; the loss of verges, vegetation and mature trees; the uncomfortable pinch points caused by bus stops, power poles and retained trees; and constant interruptions when crossing side streets where vehicles effectively have priority.

Importantly, no attempt is made to change the dial on car use when bicycles are squeezed into pedestrian spaces. By leaving the road between the kerbs as the unchallenged domain of private cars, with wide vehicle lanes and ample parking, car travel is encouraged, unsafe speeds are common and the modal shift needed to meet climate, health and liveability imperatives may not occur.

A separated bi-directional path will have many benefits over a shared path:

- People riding bikes are separated from pedestrians and vehicles, reducing conflict.
- Street trees and green verges are not impacted.
- Vehicle lanes will be narrower, forcing drivers to slow down and take care.
- No additional asphalt is required, reducing issues with urban heat and stormwater.
- Sufficient space is created to enable a significant modal shift to active transport.
- New landscaping and important pedestrian safety features such as kerb extensions can be incorporated into the buffers and the parking lanes.
- The cycle paths can be prioritised over driveways and minor road intersections.
- Motorists exiting driveways have a better sightline to approaching cyclists, improving safety.



Figure 6: Kleins Road has attractive and mature trees that would be retained by reallocating road space for a separated bicycle path. A compliant shared path would require the loss of much of the verge and many trees (Image: Bicycle NSW)

The road-related environment is a public asset that must be shared equitably between all road users. Any 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 Council seek. The narrower vehicle lanes and slight changes to lane alignment will help reduce vehicle speeds, improving safety and amenity. Kleins Road will be greener, leafier, quieter and calmer.

- **Apply a 40km/h speed limit across the project corridor**

Lower vehicle speeds make a difference to road safety. There is no time to waste. We urge City of Parramatta to roll out a 40 km/h speed limit on Kleins Road and other streets that form part of the Kleins Road Pedestrian and Cyclist Corridor.

Our roads are becoming less safe every year. The [road toll is rising](#). 1303 people were killed on Australian roads in the year to May 2024, [an increase of 123 deaths](#) (10.4%) over the previous year's toll. NSW had the second highest increase, with 372 deaths recorded, a 32.9% increase on the 280 recorded the year before. That is on top of the hidden road toll of 11,000 each year due to toxic dust and vehicle emissions.

Bicycle NSW refers City of Parramatta to our [recent submission to Inner West Council](#) on its plans to implement an area-wide 40km/h speed limit. This submission outlines the benefits for:

### **Safety**

Lower speeds provide road users with increased reaction time, significantly reducing the likelihood of crashes. Furthermore, in the unfortunate event of a collision, slower speeds can limit the severity of injuries, ultimately saving lives and reducing trauma. A pedestrian has a 60% chance of survival when hit at 40km/h. This reduces to 10% at 50km/h.

### **Mode shift**

When streets are perceived as safe and comfortable for walking and cycling, more people opt for sustainable modes of travel. This shift reduces congestion and air pollution, benefitting both the environment and public health.

### **Quality of life**

Lower speeds and less driving reduce noise pollution. Slower traffic allows more children to walk and cycle safely to school, leading to long term health and psychological benefits. Businesses benefit from increased foot traffic, as more people choose walking, cycling, and other sustainable modes of transportation over cars. Reduced speeds allow vehicle lanes to be narrowed, providing opportunities for improvements in the public domain streetscape and ultimately community development.

An area-wide 40km/h zone would be predictable and legible. Varying speed limits in a small area is difficult for all road users to navigate and creates unnecessary acceleration and deceleration. National and international experience is that 40km/h speed limits, comprehensively applied across larger areas, create a more uniform sense of awareness in drivers.

Speed limit inconsistencies also contribute to the need for additional road signs and speed treatments, which chew through Council funds and create visually cluttered streetscapes.

Once a new 40km/h baseline is established we recommend that City of Parramatta implements 30km/h limits on residential streets and around the school and shopping village in line with international best practice. [Research](#) from across the globe shows that 90% of pedestrians survive a collision at 30km/h.

The residential streets adjacent to the Kleins Road Corridor would also benefit from a 30km/h speed limit in conjunction with other 'Quietway' treatments to calm and filter traffic, discourage rat running and ensure that riders of all ages can share the street. This is a low-cost way of creating a fine-grain network to link more front doors to the cycleway.

- **A connection from Eels Place to Parramatta Park should be included in the plans**

Eels Place is currently a fenced dead end cul-de-sac. The bridge to Parramatta Park can be seen but bike riders and pedestrians need to negotiate a route through the car park structure to connect with the path to the park.



Figure 7: The high fence at the end of Eels Place (left) prevents safe and direct access to the bridge over the river to Parramatta Park (Images: Bicycle NSW)

There is a clear opportunity to create a path around the back of the car park building from the cul-de-sac (Figure 8).



Figure 8: By making a gap in the high fencing and adding a path that climbs this gentle incline, a safe and direct route to Parramatta Park and the stadium can be achieved (Image: Bicycle NSW)

We ask Greater Sydney Parklands to collaborate with City of Parramatta to deliver this short but useful link between the Kleins Road Pedestrian and Cyclist Corridor and Parramatta Park.

Bicycle NSW works closely with Bicycle User Group CAMWEST. We align with CAMWEST's [submission](#) which draws on local knowledge and expertise to make detailed comments on elements of the proposal. In particular, CAMWEST suggests alternative routes for three sections of the shared path route north of Moxhams Road that may improve the user experience heading towards Baulkham Hills.

Please do not hesitate to contact Bicycle NSW if and when we can help to progress this exciting project. We are keen to be consulted on the detailed design as sections of the Kleins Road Pedestrian and Cyclist Corridor are rolled out. We look forward to riding through North Parramatta and Northmead on safe infrastructure very soon!

Yours sincerely,



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Bicycle NSW



Peter McLean

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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.*

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<sup>i</sup> Roger Geller. (2009). Four types of cyclists. Portland Bureau of Transportation.

<https://www.portlandoregon.gov/transportation/article/264746>

<sup>ii</sup> NSW Government, Road User Space Allocation Policy CP21000,

[www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf](http://www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf)