Homebush Bay Drive and Australia Avenue
Director Environment and Sustainability
Transport for NSW
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

23rd January 2026

Email: australia.avenue@transport.nsw.gov.au

Dear Transport for NSW,

Re: Homebush Bay Drive and Australia Avenue intersection upgrade

Thank you for the opportunity to comment on the REF for the changes to the intersection.

Bicycle NSW has been the peak bicycle advocacy group in NSW for nearly fifty 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.

Enhancements to the safety and amenity of this intersection will be appreciated by bicycle riders. We support the inclusion of new active transport infrastructure and signalised crossings.

However, we would like to make **two key suggestions** to improve the active transport elements of the plans:

- **Deliver a shared path on both sides of the Underwood Road and Australia Avenue.**
- **Move the crossing of Australia Avenue closer to the intersection with Shirley Strickland Avenue**

Issues with the existing design:

Figure 1 shows the concept design by Transport for NSW. Figure 2 shows the existing bicycle routes from the NSW Cycleway Finder with the proposed shared path and shared user crossings overlaid in green, and the bus stops shown clearly, to highlight Bicycle NSW's concerns with the current plans.

- The new shared part on the north side of Australia Avenue and Underwood Road. will create a very useful off-road link between the parklands. However, it is **very shortsighted not to duplicate the shared path on the southern side** (marked with a red 1).

The footpath currently proposed here will mean that bike riders approaching from Rod Laver Drive and Shirley Strickland Ave have no safe, off-road way to reach the new crossing of Australia Ave or the DFO complex without dismounting and then detouring around the northern side of the intersection.

Note that the route via Rod Laver Drive and Shirley Strickland Avenue is shown on City of Parramatta's Bike Plan 2024 (Figure 3) as a future shared path. Although this may not be built for some time, these roads currently offer a low traffic route that is used by riders with a wide range of abilities. It is really important that the Homebush Bay Drive and Australia Avenue intersection upgrade project does not miss an opportunity to provide safe off-road access from Shirley Strickland Avenue to the DFO complex, Bicentennial Park, Bressington Park and Mason Park via a shared path and rideable crossings.

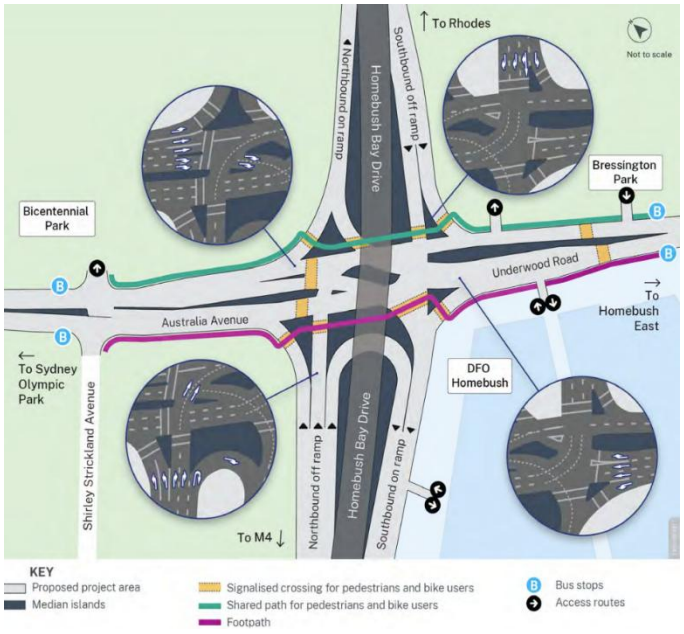

Figure 1:
Proposed Homebush Bay Drive and Australia Avenue intersection upgrade concept design (Source: TfNSW)

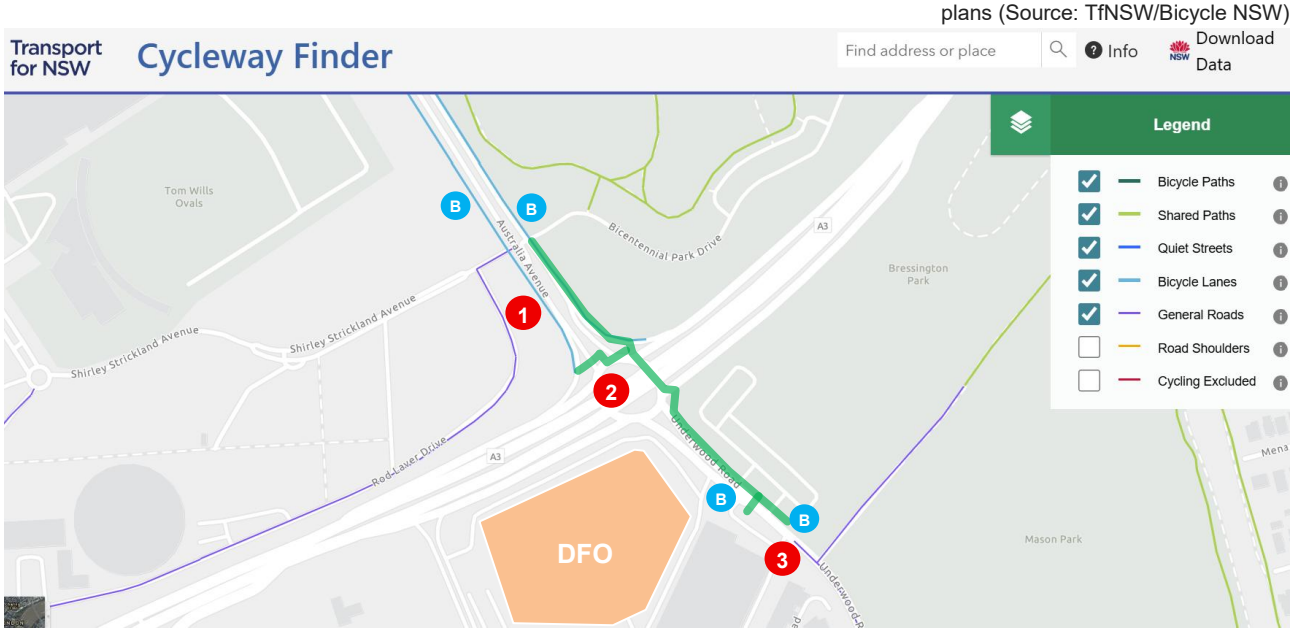

Figure 2: Extract from the NSW Cycleway Finder with the REF shared path and shared user crossings overlaid in green, and the bus stops shown clearly, to highlight Bicycle NSW's concerns with the current plans (Source: TfNSW/Bicycle NSW)

Figure 3:
Extract from the Parramatta Bike Plan 2024 with the intersection highlighted in orange
(Source: City of Parramatta)

- We are also concerned that the new signalised crossing of Australia Avenue (marked with a red 2) is not where people want to cross the road - whether they are cycling from Shirley Strickland Avenue to Bicentennial Park, or using the bus stops near the entrance to the park.

The current arrangement would involve a 300m walk from one bus stop to the other – this is the equivalent of asking a driver to detour 3km at 50km/h.

We would like the design team **to move the Australia Avenue crossing around 100m further west**. There are no other pedestrian facilities on Homebush Bay Drive and no pedestrian movements would be adversely affected by this change.

It is important to raise three further issues.

- The proposed shared path finishes just 60m short of the entrance to Mason Park (marked with a red 3), where there is both a path leading to Powell Creek and a shared path heading east along Underwood Road. This gap should be filled as part of the intersection project.

- There are bicycle lanes on Australia Avenue which provide a reasonable route for confident cyclists. However, only the bravest would stay on the road through the intersection. It is important to provide a comfortable transition, via carefully positioned angled kerb ramps, so bike riders approaching from both directions can enter and leave the shared path and access the signalised shared user crossings.

- Crossings of driveways and side streets are points of conflict for people using shared paths. The detailed design should ensure that the driveways and carpark entrances are raised so that the shared paths are continuous, drivers are forced to slow down, and people walking and riding have clear priority over turning vehicles.

Recommended layout:

Figure 4 shows the new and extended shared paths, and the relocated crossing, highlighting how these changes would improve connectivity around the intersection.

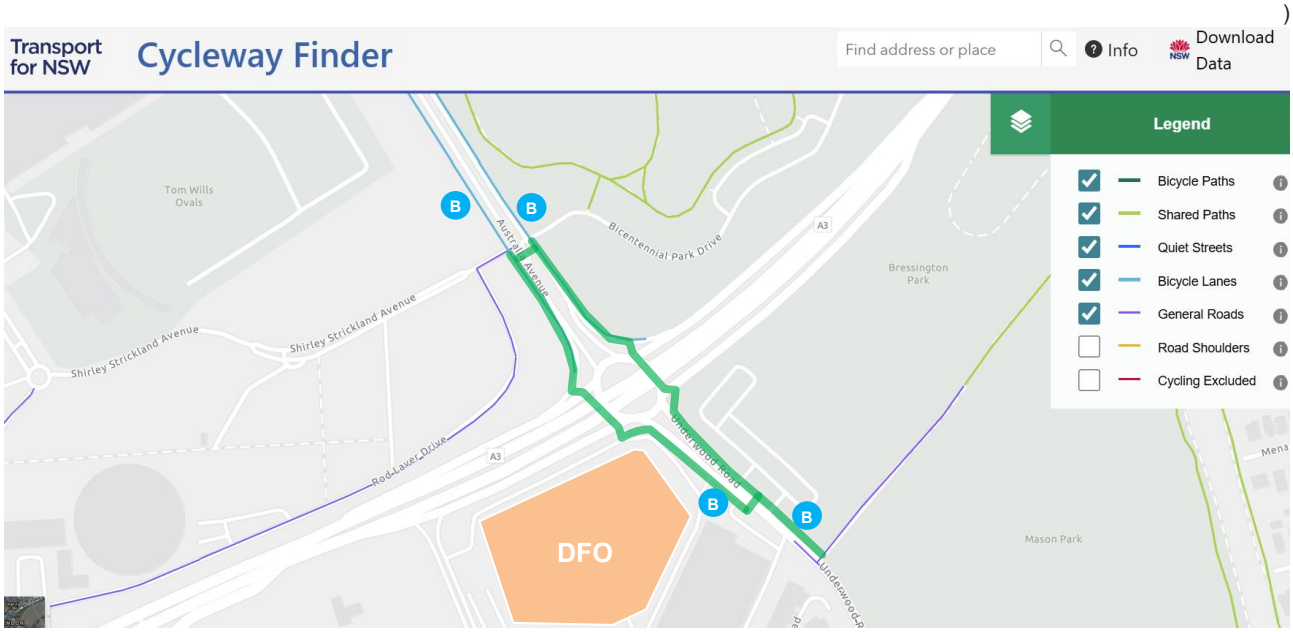

Figure 4:
Extract from the NSW Cycleway Finder with the proposed shared path and shared user crossings overlaid in green to show how the suggested amendments would enhance connectively for people walking and cycling through the intersection. (Source: TfNSW/Bicycle NSW)

As always, Bicycle NSW is very grateful for the hard work of the volunteer advocates from Bicycle User Group CAMWEST. We align with CAMWEST's comments about this project in its excellent submission.

Bicycle NSW urges Transport for NSW to ensure that the Homebush Bay Drive and Australia Avenue intersection upgrade project meets all relevant policies and standards and makes the very best use of public funds to improve active transport links.

While eye-wateringly expensive and disruptive changes to bottlenecks like the 'DFO roundabout' may provide short-term relief from congestion, the only real solution is viable alternatives to driving.

4% of Sydney Olympic Park residents already cycle to work. It is essential to ensure that walking and cycling are safe, comfortable transport modes, with the highest possible amenity, as the precinct's population grows.

Yours sincerely,

Peter McLean

Chief Executive Officer
Bicycle NSW

cc:

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Donna Davis MP	Member for Parramatta	parramatta@parliament.nsw.gov.au