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Bicycle NSW submission - Rickabys Creek Shared Path concept design

1 message

Sarah Bickford <sarah.bickford@bicyclensw.org.au> 12 February 2026 at 18:21
To: council@hawkesbury.nsw.gov.au, Rob Kemp <robkemp@tpg.com.au>

Dear Hawkesbury City Council,

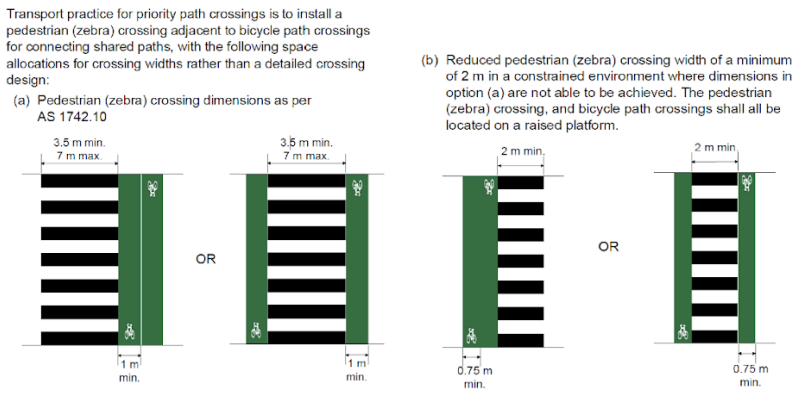
Bicycle NSW is very supportive of the plans for a shared path between Clarendon and Windsor, with a new bridge over Rickabys Creek.

However, we have some recommendations to inform the detail design:

- Widen the share path to 3.0m wherever possible to comply with the NSW Cycleway Design Toolbox. 2.5m may be adequate for initial level of usage, but it is important to future-proof active transport infrastructure so that is can be safely used by people of all ages and abilities, on all types of devices, as population grows.
- Do not add bollards or terminal treatments to the shared path or the new bridge without making a documented risk comparison to determine whether a bollard is warranted. Weight should be given to avoiding personal injury over the cost of asset repair.

Note that Bicycle NSW is working with TfNSW to develop new guidelines to inform the use of bollards on cycling infrastructure. The guidelines will set out a fundamental principle: that project teams must consider not only the asset they are responsible for, but also the risks to the user.
More information about this campaign is here: https://bicyclensw.org.au/battling-bollards-progress-update/

- Install raised shared user crossings or continuous paths at **each** side street crossing to ensure that turning vehicles slow down and give way to people walking and cycling.
- Maximise the kerb extensions at the intersections to further slow vehicle turning speed, minimise the crossing distance, improve sightlines and provide opportunities for landscaping. Consider the experience of crossing as an 8- or 80-year-old when designing each intersection and aim for the safest outcome possible.
- Two raised crossings are shown as pedestrian crossings and must be changed to shared user. **Bike riders on the shared path cannot be expected to dismount.** Use the yellow colour, or one of the narrow configurations for priority path crossings in the newly revised NSW Supplement to AS 1742 Manual of uniform traffic control devices, if there is not space for a standard width shared user crossing.



Please do not hesitate to contact Bicycle NSW if we can help further at this stage.

Many kind regards,

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