



**CITY OF  
PARRAMATTA**

## **Bike Plan Public Exhibition**

### **Engagement Evaluation and Key Findings Report**

**September 2023**



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# 1. Introduction

Public exhibition of the draft Parramatta Bike Plan formally commenced on Monday 31 July 2023 and concluded at 5pm on Thursday 31 August 2023. The draft Plan was exhibited for a total of 4 and a half weeks.

The community were given the opportunity to provide feedback through the following methods:

- directly via email or post
- a series of pop-ups hosted around the LGA
- an interactive map and online submission form hosted on the Parramatta Bike Plan Refresh Project Page on Council's engagement portal, '[Participate Parramatta](#)'
- a verbal submission form was also offered on the Participate Parramatta project page for community members who could not provide or may have found it difficult to provide a written submission.

To assist with the accessibility of the engagement, the community were provided with:

- The project background
- The draft Bike Plan 2023 embedded on the project page
- The draft Bike Plan 2023 as a PDF under the resources section – downloaded 177 times during the exhibition period.
- An interactive map displaying the existing and proposed cycleway networks
- Details of the different methods to provide feedback
- Answers to frequently asked questions
- Information around how to access additional support

## 2. Engagement Evaluation

This section provides a summary of the communications and engagement channels undertaken during the exhibition period to promote the Bike Plan 2023 Refresh.

Numerous channels were engaged to reach as many community members as possible. These channels directed them to the project page on 'Participate Parramatta' to discover the new Bike Plan and provide feedback either via the interactive map or the online submission form.

Overall, **approximately 149,250 people** saw/received promotional content across all the different promotional channels including social media, EDMs, news ads, pop-ups, etc

### 2.1. Participate Parramatta

The Bike Plan Refresh project page on Participate Parramatta was **viewed 6,480 times** by **3,173 unique visitors** during the public exhibition period. This resulted in:

- 598 comments on the interactive map
- 57 submissions via the online submission form
- 13 direct submissions

### 2.2. Social Media

The project was promoted across Council's social media channels through both paid advertisements campaigns and organic posts.

Approximately 56,200 people had the opportunity to see posts and advertisements across Council's main social media accounts and the Participate Parramatta social media account at the time of the exhibition of the Bike Plan.

- City of Parramatta Facebook – 44,600 followers
- Participate Parramatta Facebook – 7,000 followers
- Liveable Parramatta Facebook – 4,600 followers




Paid advertisements across Council's main social media channels achieved the following results.

Paid advertisements		
Metric	Campaign Result	Benchmark
Spend	\$499.77	n/a
Reach	29,597	n/a
Impressions	57,086	n/a
Frequency (no. times ad seen p/p)	2.57	2-3
Link clicks	1,225	n/a
CPC (cost per click)	\$0.41	\$0.50-\$1
CTR (click through rate)	2.15%	More than 1%
Post engagements	1,383	n/a
Engagement rate (ER)	2.42%	More than 2%

Overall, the paid campaign performed well with the cost per click, click through rate, as well as the engagement rate surpassing Council benchmarks. The frequency fell within the target range, indicating the allocated spend was appropriate for the campaign length and audience size.

The positive engagement rate can be attributed to the high level of interest in the campaign as well as the use of relevant and relatable imagery that doesn't present as stock images.

### Top performing ads

 <p>City of Parramatta Sponsored · 🌐</p> <p>What is a Bike Plan?</p> <p>A Bike Plan is a strategic document ...see more</p> <p>participate.cityofparramatta.n... Have your say before 5pm Thursday 31 August 2023</p> <p>Learn more</p>	 <p>City of Parramatta Sponsored · 🌐</p> <p>What is a Bike Plan?</p> <p>A Bike Plan is a strategic document ...see more</p> <p>participate.cityofparramatta.n... Have your say before 5pm Thursday 31 August 2023</p> <p>Learn more</p>	 <p>City of Parramatta Sponsored · 🌐</p> <p>What is a Bike Plan?</p> <p>A Bike Plan is a strategic document ...see more</p> <p>participate.cityofparramatta.n... Have your say before 5pm Thursday 31 August 2023</p> <p>Learn more</p>
774 link clicks, \$0.40 CPC	447 link clicks, \$0.42 CPC	4 link clicks, \$0.44 CPC

The following results were achieved via organic advertisements on

Participate Parramatta's social media channels.

Organic posts	
Reach	237
Engagement	13
Link clicks	5

### 2.3. City of Parramatta Banner

The project and the feedback opportunity for the draft Bike Plan was also advertised as a banner item on the CoP external website from Friday 4 August 2023 until Monday 21 August.

In this period, approximately 15,923 people visited the CoP homepage and saw the opportunity to provide feedback.

### 2.4. Electronic Direct Mail

The feedback opportunity for the draft Bike Plan was also promoted through the following Electronic Direct Mailouts (EDMs):

- The Participate Parramatta Community newsletter went out to 15,094 subscribers on 3 August 2023. Of the recipients, 5,977 people (40%) opened the email. Of the people that opened the email, 130 people clicked on the link directing them to the Bike Plan page.
- The Participate Parramatta Community newsletter was sent out again on Tuesday 8 August 2023 to 14,956 subscribers. It was opened by 5,894 subscribers (39%). Of these people, 91 clicked on the link directing them to the project page on Participate Parramatta.
- The Community Connective EDM which went out to approximately 1,400 subscribers on 7 August 2023.
- The City News EDM which went out to approximately 30,000 subscribers on 1 August.

### 2.5. Pop-ups

In addition to the online submission form, the community were provided with the opportunity to deliver feedback directly to Council Staff at the following pop-ups:



- 7:00am - 10:00am on Wednesday 9 August at the CBD Foreshore near the escarpment boardwalk
- Midday - 1:00pm on Wednesday 16 August at the Parramatta Farmer's Market in Centenary Square
- 8:00am - 11:00am on Thursday 17 August at Dundas Station
- 6:30am - 10:30am on Saturday 19 August at the CBD Foreshore near the escarpment boardwalk
- 2:30pm - 5:30pm on Wednesday 23 August at the CBD Foreshore near the escarpment boardwalk
- 2:00pm - 5:00pm on Friday 25 August at the eastern side of Epping Station

At these pop-ups, Council staff encouraged the community members to either provide feedback on the spot or to visit the Participate Parramatta page. To help facilitate the conversation, bananas were handed out and the tagline of 'Banana for your thoughts?' was utilised. A total of approximately 70kg of bananas were given away to help promote the project and feedback opportunity.



The feedback opportunity was well taken up by the community.

See the table below for the breakdown of how many people were engaged with at these sessions:

Date	Location	People engaged with
Wednesday 9 August 2023	CBD Foreshore near the escarpment boardwalk	105
Wednesday 16 August 2023	Parramatta Farmer's Market in Centenary Square	15
Thursday 17 August 2023	Dundas Station	16
Saturday 19 August 2023	CBD Foreshore near the escarpment boardwalk	99
Wednesday 23 August 2023	CBD Foreshore near the escarpment boardwalk	166
Friday 25 August 2023	Eastern side of Epping Station	130
<b>Total:</b>		<b>531</b>

Noticeably, there was a significant number of community members at the CBD Foreshore location who were already aware of the project. Additionally, there was a small number of who stopped by specifically because they knew about the pop-up and wanted to speak with the project team.

For the data gathered during these sessions, please refer to section 3.2 of this report.

## 2.6. Post-cards and on-site signage

To promote and raise the profile of the project, physical collateral was developed which featured a QR code leading participants to the Bike Plan Refresh project page on Participate Parramatta. Physical collateral developed for the project included:



- Postcards
- Footpath decals

A total of 600 postcards and 25 footpath decals were printed to support the project. This resulted in a total of 268 scans from the following sources:

- 263 scans from the QR code on the postcards
- 5 scans from the footpath decals



## 2.7. Parra News Advertisement

The project was also promoted via Parra News (the local Parramatta newspaper) during the exhibition period on Tuesday 1 August 2023.

# 3. Key Findings

This section of the report provides an overview of the feedback received from the community over the course of the public exhibition.

A total of **801 contributions** were received for the draft Bike Plan over the exhibition period.

These contributions were received from the following sources:

- 598 comments on the interactive map
- 133 comments from the pop-up
- 57 completions of the online submission form
- 13 submissions direct to the Transport Planning team and/or the Participate Parramatta team

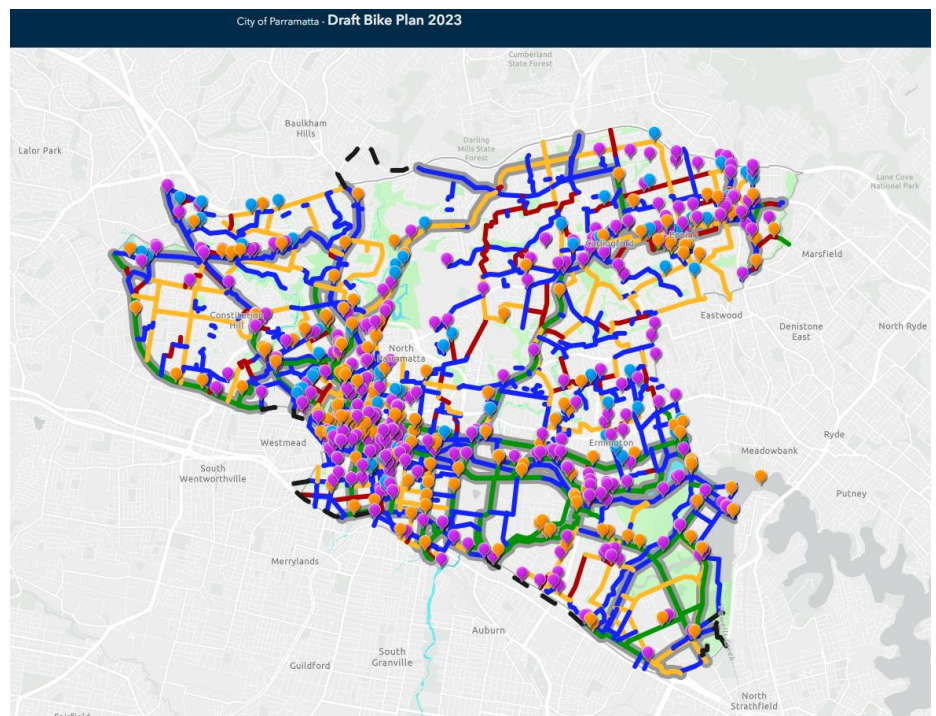
For a more detailed breakdown of the community comments from each feedback method, please refer to the respective sections below.

## 3.1. Interactive Map

598 pins were dropped onto the interactive map over the course of the public exhibition period. These pins were sorted into three categories:

1. Support
2. Object
3. Comments

This section of the report breaks down the map responses based on these categories. The majority of comments received on the map were





site specific. The project team will be leading the spatial analysis of the interactive map comments.

This section of the report is a high-level summary of the responses from each category and focuses on the reasoning behind the comment.

For the full list of raw map comments, please refer to the excel spreadsheet available at the Participate Parramatta Bike Plan Re-fresh website.

## Support

180 pins of support were dropped on the map.

Of these, 29 did not provide any further comments i.e. the comment boxes were left blank or just stated 'support'. Of the remaining, the main reasons of support included:

- Support for the greater connection and linkages throughout the LGA which will allow community members greater access to a range of locations including local schools, open spaces, cultural and natural features (mentioned in 65 comments)
- Improved safety provided by the planned routes and sites (mentioned in 22 comments)
- Support for planned crossings or bridges (16 comments)

- Appreciation for the additional options the Bike Plan provides in terms of shortcuts or providing alternate routes to destinations while avoiding traffic (15 comments)
- Appreciation for the anticipated separate paths for cyclists and pedestrians (mentioned in 14 comments)
- Appreciation for the creation of shared paths in certain specific locations (mentioned in 11 comments)

22 of the comments mentioned additional suggestions for Council to consider, including:

- Additional infrastructure including lights
- Restrictions on cars and traffic in certain locations
- Extensions or rerouting of certain paths
- Creating more shared paths in specific locations i.e. Old Windsor Road
- Immediate delivery of painted cycle lanes while waiting for additional funding for separated paths
- Additional crossings
- Removal of some on-street parking to provide additional road space for separated paths and create better line of sight

A question around additional amenity (around lighting on bike paths) was also raised.

It should be noted that some comments provided more than one reason of support.

## Object

90 pins of objection were dropped on the map. Two of the pins had no explanatory comments.

When discussing why they didn't support particular sites, participants stated:

- The proposed bike paths or infrastructure are unnecessary in the specific location (25 comments)
- The need for traffic calming and the introduction of speed limits to ensure the safety of cyclists (23)
- The need for separated paths (mentioned in 18 comments)
- The need for additional or improved infrastructure including access and transitions (10 comments)
- The level of environmental impact (9 comments)
- The infrastructure would be better suited to another nearby location (6 comments)



- The existing conditions i.e. roads too steep to be safely cycled (5 comments)

It should be noted that some comments raised more than one objection.

## General Comments

342 general comment pins were dropped on the map. Of these, 9 did not include any further comment.

The main topics discussed in the participants' comments include:

- Safety concerns in relation to specific sites with people emphasising some sites are too steep, do not provide adequate line of sight, are too crowded, too close to heavy traffic or are not constructed with suitable materials (117)
- Additional connection or cycle links (115)
- Need for additional facilities or amenities such as lights, signage, kerb ramps, bike parking, mirrors, seating, water stations (61)
- Need for separated paths in specific locations (40)
- Need for traffic calming measures to minimise motorist-cyclist conflict (40)
- Need for additional crossings at certain locations (37)
- Site specific questions (36)

It should be noted that some comments provided could did cut across multiple topics.

## Emerging themes

Looking at the comments received on the map across these three categories, some themes have emerged including:

- Safety
  - Separated pedestrian and cycle paths to prevent cyclist-pedestrian incidents
  - Appropriate cycle paths i.e., not too steep, good visibility, capacity to support activity
  - Traffic calming to minimise cyclist-motorist conflict
- Connectivity and access
  - More cycling paths to connect different locations
  - Kerb ramps and crossings to support cycling
- The need for supporting amenity
  - Lights along paths

- Additional signage (behavioural and awareness)
- Bike parking
- Mirrors
- Seating and water stations along cycling routes

### 3.2. Pop-ups

#### Session 1: CBD Foreshore near the escarpment boardwalk

Time: 7:00am - 10:00am

Date: Wednesday 9 August at the

See the table below for notes from the session:

	Community Comments
1.	The bullnose at George and gasworks underpass is dangerous
2.	Bike paths need to lead to places, not just for recreation
3.	Western edge of Escarpment Boardwalk is a pinch point
4.	More exclusive biking paths
5.	There is no turning splay from the Active Transport Link to the river foreshore when going westbound
6.	Appropriate infrastructure is important, otherwise conflict between pedestrians and cyclists. Police need to be checking regularly.
7.	More separation between pedestrians and riders
8.	E-bikes go too fast on Escarpment Boardwalk
9.	Love the river
10.	Don't take lanes of busy roads for cyclists
11.	More toilets
12.	Having the paths not shared is a good idea
13.	E-scooters are a challenge
14.	Cyclists need to slow down
15.	Riders should call or ring their bell when passing walkers
16.	Westmead to Parramatta offroad is very hard



17.	Need to think about bikes at end of life - re-using them or recycling them
18.	Its great, but keeping left is a challenge
19.	The River path is great, more paths for cyclists
20.	Need to fix Marsden underpass as it is dangerous
21.	Talk to the federal government about banning the importation of e-bikes as they cannot be recycled easily
22.	Lighting is important between the new bridge and James Ruse Drive.
23.	A logo on the road is not a safe bike path

## Session 2: Parramatta Farmer's Market in Centenary Square

Time: Midday - 1:00pm

Date: Wednesday 16 August

See the table below for notes from the session:

	Community Comments
1.	Fix panels that are loose on the boardwalks, I like the river
2.	I wish there were more paths like the river
3.	We are visitors, but I am all for bike riding
4.	Bike paths along river - fast cyclists are a menace - need separation
5.	Note that it is a mistake to narrow perfectly good riding roads for separated bike lanes.

## Session 3: Dundas Station

Time: 8:00am - 11:00am

Date: Thursday 17 August

See the table below for notes from the session:

	Community Comments
1.	Like shared paths
2.	More signs for cyclists and pedestrian i.e. slow down for cyclists, and stay on the left and keep kids to the left for pedestrians

3.	Need a Parramatta to Epping connection
4.	Appreciate this walkway
5.	We're pretty lucky - we've got a good path here
6.	Near Carlingford - Brant St needs an exit ramp
7.	We need to balance the needs of pedestrians and cyclists, especially on shared paths
8.	Tell cyclists to ring their bell
9.	E-bikes are too fast. Petrol scooter - how do you discourage their use of paths?
10.	Generally ok but some cyclists are too fast going down hill
11.	Separated paths are needed - some cyclists are too fast and it's a safety issue. What happens if someone is hit by a cyclist? Who's the person responsible if someone is hit by a cyclist?
12.	Paths are good - in my country, we don't have this (cycling paths). We are very lucky here
13.	Some people are too fast going downhill. Saturday and Sunday mornings are particularly bad.
14.	More signage RE the detour near the ferry stop in Parramatta
15.	Bike plan is very thorough! Glad it talks about educating pedestrians about appropriate behaviours.
16.	Cycling in Parramatta is good. I can ride to Homebush and back. Good sharing of paths here generally.
17.	I ride to Cumberland Hospital and I'd like bike path access that doesn't take you through the buildings
18.	The shared path here is amazing
19.	Better connection with Carlingford
20.	I follow the cycleway along Pennant Hills Road but there are no ramps. A ramp there would be fabulous!

#### Session 4: CBD Foreshore near the escarpment boardwalk

Time: 6:30am - 10:30am

Date: Saturday 19 August

See the table below for notes from the session:

Community Comments	
1.	Love cycling in the area!

2.	George Kendall detour could be better marked
3.	Some cyclists are too fast
4.	Separate bike and pedestrian paths
5.	CSS: not enough shade for summer especially in wheelchair (unlike old shelter)
6.	The river is not bad
7.	Like Charles Street Square
8.	Flood barriers to ensure safety
9.	Good for your health
10.	We (cyclists and pedestrians) can all co-exist. We just need some common sense and courtesy
11.	Behaviour of cyclists - some are too fast and aggressive
12.	love the escarpment, just too busy now
13.	The steel slippery slide just here is too dangerous - there are too many accidents i.e. kids falling off and getting burnt in the summer
14.	Bathroom facilities on cycling paths
15.	Wide shared paths with designated walking and cycling sections
16.	Parramatta has been doing some good stuff! Love Alfred Street bridge!
17.	Cycling in Parramatta is good
18.	More lights along cycling routes
19.	It is a very good one, very beneficial to the community
20.	Love Parramatta and cycling!
21.	Read the plan, it's excellent! Cycling here is great!
22.	Separate paths would be good - some cyclists are too fast
23.	Speed limit for the few on the river
24.	More trees for summer
25.	The paths are okay for tandem bikes, the only real problem area is going up to Silverwater Bridge
26.	Too much crowding in some areas
27.	Tunnel under the railway in Epping has no kerb ramp on the western end and the area needs maintenance (Kandy Ave)

28.	This cycle path is great
29.	Path here is great but the lights weren't working last night
30.	Retractable dog leads or earphones where people don't listen need to be courteous
31.	I live in Merrylands but cycle in the Parramatta area. Cycling in Parramatta is great but across in Cumberland, the facilities aren't great.
32.	I have a comment about paths. When the concrete paths have been dug up and replaced with bitumen, it doesn't match the character of the area
33.	I bought our bikes because of the Bridge (Alfred St)
34.	Please use bell if approaching pedestrians from behind
35.	Lots of trees
36.	Separate lanes is better
37.	The Carlingford cycleway is very good, we need to build more like it
38.	Pedestrian training walk on the left
39.	Rules for Bikes consider 15km/hr from WSU area to Marsden St Bridge too fast for people with disabilities
40.	Love the new Carlingford paths
41.	Dangerous around some corner here - lack visibility
42.	Cyclists need to be more mindful of pedestrians, especially hearing impaired, young people and old people who might not hear the bells or be able to move out of the way in time
43.	Cyclists should dismount at corners or tighter areas
44.	Bikes need to be slower
45.	Need bins with doggy bags
46.	More tracks everywhere
47.	I prefer separate paths
48.	Don't mind shared paths but some cyclists are inconsiderate
49.	Hazard when some cyclists are too fast - speed limit if shared paths
50.	Cycling is good
51.	No feedback - cycling here is good
52.	We love cycling in Parramatta

53.	More separate paths. It gets congested on Saturday mornings
54.	Parramatta does a good job with cycling - one of the better ones
55.	Some bicycle and pedestrian lights
56.	The crossing across the river can be a little wilder for the cyclists to pass through without stopping

## Session 5: CBD Foreshore near the escarpment boardwalk

Time: 2:30pm - 5:30pm

Date: Wednesday 23 August

See the table below for notes from the session:

	Community Comments
1.	Hammers Rd is a poor on-road cycle route
2.	Can Council give us a clear route to Parramatta station?
3.	Make cycleways designated as with an aging population in Parramatta there is a risk to the hearing impaired
4.	Suggested allocated days for cyclist and pedestrians to use paths: one day cyclists use the path, then on another pedestrians
5.	Educate cyclists and pedestrians on how to use the cycleway. The cyclists don't want to slow down
6.	Cyclists riding too fast. Resident loves shared paths, but cyclists are too fast. Also can signs be put up to help keep the River clean? Also signs to encourage cyclists to share the path and not pass too fast.
7.	Keep lights on / maintain the lights on the Escarpment boardwalk as these are attractive at night - these have been off for a number of weeks, but recently are on again
8.	Need to look at regulatory system for e-bikes. 25km/h speed limited e-bikes are too slow for on-road use. For on-street parking, keep some empty for bike refuges as sometimes on-road riders need relief from stresses, including passing parked cars and their doors being opened unexpectedly
9.	Educate pedestrians on use of shared path
10.	Keep cycleways away from traffic
11.	Longer route is OK for cyclists if safe and attractive (aka away from traffic)
12.	Publicise the e-bikes are legal. Make e-bikes more powerful and faster to keep up with on-road traffic

13.	Put lights in for Parramatta Park paths
14.	Make riders use shared path rather than ride on-road
15.	More signage to remind cyclists to give way to pedestrians
16.	Westmead residents who work in Parramatta should be able to ride easily to encourage social riding
17.	Make joining up cycleways a priority
18.	Re issues with on-street parking and car-dooring, maybe Council could survey their own waste service staff on incidence of car-dooring while collecting waste
19.	Cyclists should ring their bells (the kids seem to ring their bells)
20.	M7 cycleway is the best and built for zero interaction with traffic - why can't Parramatta's cycleways be built to similar standard?
21.	Council's vision on cycleways should be built away from traffic
22.	Cycling takes 10 minutes from Northmead and is quicker than driving - this should be more widely known
23.	Make Escarpment Boardwalk wider. It's too small / not wide enough to fit cyclists and people walking at the same time
24.	Police should stop e-scooter and e-skateboard riders as these are illegal

## Session 6: Eastern side of Epping Station

Time: 2:00pm - 5:00pm

Date: Friday 25 August

See the table below for notes from the session:

Community Comments	
1.	Cyclists need to warn pedestrians by ringing bell if on path with pedestrians
2.	Scooters are too fast on paths
3.	I moved here from Kensington. I feel cyclists here are more considerate
4.	Bike riding here is scarier than in Denmark, yet encouraged by infrastructure here
5.	Lift at Epping Station on Beecroft Rd needs to be fixed. This is an access issue which Council should advocate for. It has been out of service for 2 weeks



## Emerging themes:

In addition to comments of general support of both the draft Bike Plan and cycling in the area, some further themes have emerged as a result of examination of the comments received from the pop-ups, including:

- Safety
  - Participants saw the need for **separated pedestrian and cycle paths** or for **wider paths if shared**
  - **Educate pedestrian and cyclists** on expected behaviours and balancing the needs of cyclists and pedestrians on shared paths
    - Cyclists – ringing of bells, slowing down in high traffic areas, management of speed, need to be considerate of pedestrians (particularly young children, hearing impaired or those with a disability)
    - Pedestrians – Keeping to the left on shared paths, the use of retractable leads on shared paths
- Connectivity and access
  - More cycling paths to connect different locations
  - Wayfinding and signage for cycle paths and detours
  - Kerb ramps
- The need for supporting amenity
  - Lights along paths
  - Provision of bins
  - Provision of bathroom facilities along cycle routes
  - Provision of shade and canopy along cycle routes

The themes here strongly align with the themes in the interactive map activity.

### 3.3. Form

57 submissions were received via the online submission form on the Participate Parramatta project page. The online submission form was made up of two sections - demographics and feedback.

The feedback section asked for the following:

- The level of support for the draft Bike Plan
- Any further comments for Council to consider
- Any supporting documents

The about you section asked for the following:

- The participants relationship to the area
- The suburb they live in

This report has removed any information that can be used to identify the participants. This section of the report will focus on the responses received for each question.

The feedback section:

**1. Do you support the draft Bike Plan?**

57 responses were received for this question. Participants said:

Response	Number	Percentage *
Yes	32	56%
Yes, to an extent	20	35%
Unsure	4	7%
No	1	2%
<b>Total</b>	<b>57</b>	<b>100%</b>

Note: these have been rounded to the nearest percentage

**2. Do you have any comments in relation to the draft Bike Plan or the cycling network for Council to consider?**

All 57 respondents answered this question. Six comments expressed general support and a further three comments stated they had no further comments for consideration.

To summarise the remaining comments, participants prioritised:

- Separated paths for pedestrians and cyclists to address safety issues
- Greater consideration given to existing traffic conditions on roads where bike paths are planned
- Additional connections to existing biking facilities i.e. bike lockers
- Supporting infrastructure including bike racks, appropriate crossings, lighting on cycle paths, and facilities to carry bikes on public transport
- Up to date signage to indicate a change in conditions, help with wayfinding and to address behaviour

See the table below for the detailed responses:

	Comments
1.	<p>Shared paths are still not a great solution, as they ultimately prioritise cars and force pedestrians and bike riders to share space and get frustrated with each other. Shared paths are unlikely to encourage less confident riders to cycle regularly, and also frustrate those more competent riders.</p> <p>Existing shared paths should not be assumed to be adequate or part of a good network, as in the examples on Argyle St, O'Connell, or Church St, etc. And not integrating cycleways with the light rail has been a serious oversight that is going to delay things further. I support the development of new separated and safe cycleways to encourage users of all types to ride in the area, particularly the CBD, which is very flat and should accommodate this infrastructure.</p> <p>Many aspects of the messaging still indicate cycling as a recreational pursuit and "alternative", and even this survey won't allow me to respond accurately because I ride to the station in the morning AND the evening, and to the shops during the day.</p>
2.	<p>It looks great!</p>
3.	<p>I don't really like the cycle paths running through Elizabeth street and Thomas street. I almost hit cyclists when leaving for work from my apartment on Elizabeth Street. Its difficult enough to be watching for pedestrians when leaving the apartment, but last thing I need is to deal with cyclists zooming past more frequently when leaving my apartment.</p>
4.	<p>The introduction of dedicated bike lanes on some roads is fantastic to see, especially the north/south connection along Marsden/Villers.</p> <p>However, there is a lack of clear bike routes leading to the Parramatta Station bike shed. This seriously limits the accessibility for actually riding a bike to the train station.</p> <p>Specific problems include a gap between the route along Argyle St west of the station and the bike shed on the north eastern end of the station.</p> <p>There is also a gap in the Wilde Ave/Smith St bike route that provides northern access to Parramatta station, and connection to Victoria Rd.</p> <p>I also want to give full support for a two way bike route along the western edge of Parramatta Park, or Park Pde. This will provide a much more direct bike connection</p>

	between Westmead Hospital and Parramatta (instead of needing to do the full 1 way loop around Parramatta Park).
5.	Bike paths on shared roads should have a divider to be safe from cars. Seen in Melbourne
6.	Draft plan looks good! Building dedicated cycling infrastructure is absolutely needed.
7.	no
8.	<p>The Bike Plan looks good and will make a great network if it is implemented, even better if some of the missing links are fixed where possible. It cannot come soon enough and deserves more funding - as our city grows and increases in density, our car-first infrastructure is causing community disconnect and this provides a change to change this. It was very telling that the state MP for Bennelong, when announcing the Epping Bridge improvement said "Just last night I was taking my kids to netball training at North Epping and got stuck in traffic here for about 45 minutes". The journey between his office and the netball courts in North Epping is a 30 min walk or 10 min bike ride, yet the solution is \$250m on an unsolvable problem rather than making the bike/walk journey safe enough to consider.</p> <p>In the US, the use of advisory bike lanes seem to be increasing (<a href="https://altago.com/resources/advisory-bike-lanes-north-america/">https://altago.com/resources/advisory-bike-lanes-north-america/</a>) as well as being implemented in Napier Street, Fitzroy. I would like council to consider these as an alternative to mixed traffic sections of the network.</p> <p>Additionally, on other bike networks I have used, the transition between different treatments is usually difficult to navigate (i.e. how do you go from a shared path to an on-road path). It would be good to have standard designs included in the plan so that these are always front of mind.</p>
9.	cyclist should be allowed to ride on the foot path, also all public transports are equipped to carry bicycles
10.	No consideration to the heavy traffic in the B street's. No one is listening at Parramatta council. The roads here are small, no room to park a car and drive a car down the road. Old Windsor Road and Kleins RD is a dangerous intersection. The intersection is extremely dangerous to cross even in quiet times with the amount of cars, buses and trucks. Redbank and Old Windsor Road is equally dangerous intersection due to the traffic flow going to and from the hospital precinct. Even worst now due to construction, which never stops. The afternoons is especially dangerous

	<p>where drivers crossed double lines on the wrong side of the road and block intersections to try and get onto old Windsor Rd. This also causes congestion withing the B Street's.</p>
11.	<p>It's great to see that path separation is the goal, though the separation at Rydalmere is confusing</p> <p>Things I would like to see added to the Bike Plan are:</p> <ul style="list-style-type: none"> <li>- More bike parking, particularly at PHIVE, Lake Parramatta and Halvorsen Park, and making sure it's standard to include a suitable amount of bike parking racks along shared paths at cafes, parks, shops and other places people stop</li> <li>- addition of community bike repair stations</li> <li>- ways to slow down cyclists on shared paths in areas with high foot traffic</li> <li>- clearer indication of which new paths etc will be delivered over the next few years</li> <li>- more places for kids to learn to ride, as well as pump tracks</li> </ul>
12.	<ul style="list-style-type: none"> <li>- Pedestrian/cyclist refuge in order to cross Victoria Rd at the end of Brickfield street. This is a key route for cyclists travelling into Parramatta CBD</li> <li>- Good cycling connectivity to the pool.</li> <li>- The more separated cycleways the better as these are safer for families who ride to school and work.</li> <li>- cycle way to access the lake</li> <li>- A great plan generally. The Parramatta area is so well suited to cycling due to the topography and proximity of amenities. It's good to see this being capitalised on.</li> </ul>
13.	<p>As already stated on the map, the pathways crossing the Silverwater Bridge are very narrow. They either need to be widened or made one way. This would have to involve lights or a crossing on the northern end of the bridge.</p> <p>Also, the Wentworth Park, Bennelong Parkway section is problematic. A crossing is required after Haslam's Creek</p>
14.	<p>Painted lines are not sufficient cycling infrastructure. As per the page for this plan "For cycling to be safe, and perceived as a safe and attractive option for all members of the community, for those aged 8 through to 88." When would it be safe for an 8 year old to cycle side by side with motor vehicles ? ... it wouldn't be. We need separated bike lanes, shared paths where streets cannot support separated bike lanes - in fact painted lines can cause safety issues &amp; concerns - <a href="https://www.heraldtribune.com/story/lifestyle/health-fitness/2019/05/28/are-painted-bike-lanes-worse-than-nothing/5050976007/">https://www.heraldtribune.com/story/lifestyle/health-fitness/2019/05/28/are-painted-bike-lanes-worse-than-nothing/5050976007/</a></p> <p>There should also be some allowance for cycling on footpaths in areas which are not</p>

	<p>wide enough to be shared paths - and cannot be modified due to drainage, trees or other issues - regardless of age and ability - so long as the footpaths are a) on council roads &amp; streets b) not used by a large number of pedestrians.</p> <p>Additionally local road speed limits should be reduced to 30km/h - on local streets, 50km/h for roads &amp; sub-arterial roads.</p>
15.	<p>As the Business Manager of Medibank, Australia's largest health insurance company, I am eager to express our strong interest in participating in this event. We believe that our involvement would not only be beneficial for us but also contribute significantly to its success. Medibank is committed to promoting health and well-being in our community, and we see this event as an excellent opportunity to further our mission. Furthermore, we are more than willing to provide additional support by offering necessary resources and materials to enhance the event's impact.</p> <p>Please do not hesitate to reach out to us with any further details or requirements. We look forward to working collaboratively and making a meaningful impact together. Thank you for considering Medibank as a partner in this important initiative.</p>
16.	<p>Include future Parramatta Light Rail Stage 2 and Sydney Metro West stations.</p>
17.	<p>As a cyclist living in North Parramatta who regularly cycles down Brickfield St, which is noted on the map as 'painted cycleway', the experience of riding on a 'painted cycleway' is no different than riding on the road. A painted cycleway does not count as cycling infrastructure and should not be considered as such for the purpose of this plan. It feels like a cheap cop out that provides no real safety for cyclists. Drivers don't treat it any differently. Shared paths are somewhat better, however pedestrians do not enjoy sharing the path with cyclists. Please consider adding more genuine cycleways (separated cycleways) to major routes into the Parramatta CBD.</p>
18.	<p>Please ensure there is signage and local surrounding map on the cycling network, similar to what has been implemented along the Parramatta light rail shared path. Please also ensure there is sufficient street lighting on shared and bike path.</p>
19.	<p>Make sure to upgrade signs. Today they are not always where needed and I have ended up on detours.</p>
20.	<p>I strongly believe that a shared footpath between cyclists and pedestrians is an accident waiting to happen.</p> <p>For the safety of all We need two completely separate paths for cyclists and pedestrians. I have a family as have many others who I have witnessed numerous of times when we as pedestrians are currently using shared paths have our young</p>



	<p>children and toddlers, pets walking with us or riding there little bikes and the amount of times a cyclist comes flying past is beyond and boy if we pedestrians are in any way in the way or are not to their speed do we hear about it.</p> <p>You guys have signs up to say to cyclists slow down shared foot path but in all honesty that isn't doing a thing. And the families that try to go out and enjoy a walk with their family, dogs or teach their child or toddler to ride cannot do this with comfort we are forever looking over our shoulder or up ahead to make sure we steer clear of getting in one's way.</p> <p>So I do please ask to consider two separate foot paths for cyclists and pedestrians it is a much safer and enjoyable option for all.</p> <p>One I'm sure the cyclists would definitely appreciate too</p>
21.	<p>I no longer bike but I walk the trails. Where the trails are shared bike/walk/run we need to educate bikers to let people know they are coming up on them. Some bikers are riding quite fast and cut corners. Signage instructions to ring bell or call out "on your right" . Also bikers are not obeying dismount signs in congested areas. There are some narrow bridges over Parramatta River - especially in Parramatta Park. Please have bikers dismount across bridges.</p> <p>Support all efforts to separate bike ways from car traffic and from walkers.</p>
22.	<p>This website is difficult to use. I have tried to suggest an alternative route to avoid 3 sets of traffic lights at the intersection of Cumberland Hwy and Old Windsor Road. Some time ago there was a suggestion from the Council to have cyclist continue down Ferndale Close then cross Cumberland Hwy Into Harris road with constriction of new paths across to Briens Road at the intersection of the NW Transitway. A great idea but nothing became of it...</p>
23.	<p>I ride my bike to work (just under 10km one way). There needs to be more roads/paths marked or remarked as shared paths (e.g. O'Connell street an Parramatta river foreshore shared path blue paint line has worn away). Pedestrians also need to be educated to stay to the left side of the path (certain ethnic groups always walk on the right, old habit) as I often have to manoeuvre around them and it becomes annoying. Harris Park is particularly dodgy to ride through where extra vigilance is required (again remark the roads and make it clear that it is a shared path). Would never ride through the CBD as I don't want to be hit by a car (education again?)Of note is the outlying suburbs won't be fixed up for 10 to 20 years, this is too far away.</p>

24.	<p>The plan demonstrates a comprehensive network across the entire area, and targets where the most uplift can be seen. I am aware that this is a revision of previous plans, and commend the council for their work on continuing improvement, leaning towards increased separation instead of shared paths.</p> <p>Further detail may be required in the North-east region to create as much of a comprehensive network, especially for links towards Dundas and Carlingford. Likewise with the north-west region.</p> <p>I understand that from an overarching strategy that going into details around prioritisation is not the remit, however, I would encourage council to put forward a top ten list for the community for feedback, which will assist in gaining grants from the NSW Get Active scheme. I would also encourage the council to have an option to nominate where bicycle parking is needed, similar to what City of Sydney has available.</p> <p>Note Question 4 "When do you normally cycle" assumes people only cycle once a day. If it is for work purposes, then it would be at minimum twice a day. Multiple options aren't allowed on the form which will skew data</p>
25.	<p>Suggestion #1: Consider creating a bike rental/hire in Parramatta Park to provide more options apart from Sydney Olympic Park to allow park goers more options to cycle. It could be done near the cafe area if possible where there are options for food, toilets and carparks.</p> <p>Suggestion #2: Consider making some of the ones mentioned as Cycle paths only to Shared Paths as they are actually good water view areas so both cyclists and regular walkers/runners/photo enthusiasts can enjoy.</p>
26.	<p>Thank you for taking action to address the longstanding need for a comprehensive bike plan in Parramatta. The initiative is a crucial step forward, considering the numerous close calls that have occurred – from cyclists navigating pedestrians on walkways to vehicles expressing frustration with slower-moving cyclists on the roads.</p> <p>I wholeheartedly endorse the expansion of dedicated cycling paths within and around the Parra CBD. However, I urge a cautious approach when it comes to shared paths on main roads. It is essential that a clear demarcation between pedestrian and cycling zones is established to mitigate potential conflicts. Given that some pedestrians may not always be attentive while walking, the creation of distinct cycleways within the CBD becomes imperative to ensure the safety of all road users.</p>

	<p>Moreover, enhancing bicycle parking facilities is equally essential. The current state of bike storage cages near Parramatta station raises concerns, as surveillance cameras have proven ineffective in preventing theft. To encourage cycling as a preferred mode of transportation for citizens, we must proactively address security issues. Implementing robust measures to safeguard bicycles from theft is paramount, ultimately fostering an environment that promotes cycling as a secure and convenient means of getting around.</p>
27.	<p>I am particularly supportive of the proposed shared path along Marsden Street from North Parramatta to the Parramatta River Cycleway. I think a shared path (where cyclists share with pedestrians and do not have to ride on the road) is an excellent opportunity to open up access to the established river cycle path. I live only 1.5km from the river path, but I am not a confident road cyclist and the necessity of riding on the road (across Victoria Road in particular) stops me from using the river path from safety concerns. If this cycleway was established, I would use it several times per week.</p>
28.	<p>Shared paths. I am all for safe cycling but pedestrians need to be catered for too. Too many shared paths are not obvious at all and create confusion. Take for example Station St East at Harris Park. The shared path is not wide enough to accommodate both bikes and people. There are far too many pedestrians using that street, especially as you get closer to Parkes St where the railway bridge is, to have bikes in the same space is madness and dangerous to pedestrians. It would be much less dangerous if the bikes used the roadway.</p>
29.	<p>Concerned about shared paths in high pedestrian areas, for example Parramatta CBD, O'Connell Street, especially on stadium event days and Church St Mall. Liability for injuries for riders in a shared zone is problematic, I have personal experience in being hit by a cyclist on an ebike and the only recourse to recover costs is via civil litigation.</p>
30.	<p>I cycle to work from Wentworthville to Parramatta. There is a need to ensure path for cyclists are clearly marked, and ensuring that there are no points where the path of cyclist suddenly disappears without clear indication of where the cyclists are to go for the benefit of both cyclists and drivers. There is a need for more parking places better distributed in Parramatta CBD, train stations and across other key areas.</p>
31.	<p>Figure 9 p29 is not safe cycling infrastructure.  Figure 12 p30 needs a speed limit of 30 to be considered bike infrastructure.  P32 - priorities need to be significantly more ambitious, 0-10 years is essentially</p>

	<p>kicking the can down the road.</p> <p>P36 - showing painted cycleway and mixed traffic routes as part of the network is disingenuous unless speeds are 30 or below. Painted cycleways take up just as much room as a bidirectional cycleway, they should not be part of the strategy. A more useful style of map would be the City of Sydney style, that shows hierarchy of routes and if it is complete or not.</p> <p>In general for shared paths to work, they need continuous crossings to give proper priority. As it stands in this plan, I don't see too much of a strategy, but more a collection of lines that bike riders could kill themselves on. Take this network seriously as a way to actually move people, especially with all the PT infrastructure coming on line and the significant investment being seen in the CBD. Spend some time in city of Sydney at peak hour and see what is possible (they are the best in Sydney but honestly there is an incredible amount left to do). Reflect your principles in the mapping! When networks are provided, it becomes more than just a way for people to have fun, it allows people to carry out their daily lives without a car. Enable the people of this council area to make healthy choices!</p> <p>Overall, it's great to see this getting a refresh, but please be more ambitious!</p>
32.	Lighting from Marsden Rd underpass to Stadium
33.	Bike speed limits on paths shared with walkers. Consider speed cameras.
34.	<p>I support the council's proactive approach to engaging the community on cycling and encouraging increasing active transport. I think the Bike Plan is a fantastic initiative and it is good to see a plan for how to progressively improve the aspects of cycling it highlights holistically.</p> <p>I ride my children in a cargo bike almost everyday, I recreate on my personal bicycle frequently and I walk work in the CBD multiple times a week. The updates to connectivity and safety are vital. As a frequent user, I commend in particular the network design principles, program aspects including: 1.1 safe route to schools, supporting the community to ride and investigating how to share the road better.</p> <p>I urge the council to consider 3 things:</p> <ol style="list-style-type: none"> <li>1. Collaboration on improvements to bicycle route safety with Transport for NSW, particularly the Brickfield/Elizabeth St intersection with Victoria Rd. This is highly frequented by pedestrians and bicycles, and on a designated cycle route, yet remains incredibly dangerous. Please investigate preventing/further limiting cars from crossing/turning at this intersection, as well as other means to making crossing there safer.</li> </ol>

	<p>2. Improved access to Bayanami school as a matter of priority in CBD bicycling upgrades - including assessing footpath quality.</p> <p>3. Use of incentives such as rebates on bike servicing to uplift local business that support cycling.</p>
35.	<p>Fantastic plans, especially the separate cycleway on Alfred St linking the M4 to the riverside and the new bridge.</p> <p>Can't wait to the south side of the river to also take shape!</p>
36.	<p>Shared cycling and walkways don't work and are extremely dangerous. I live along the river and use the walkway to assess Parramatta. I'm often abused by speeding cyclists and often witness collisions between cyclists and people walking. Electric bucks and scooters often pass doing well in excess of 60kph.</p>
37.	<p>I think there needs to be separate lanes for bicycles like I came from the Netherlands and lived in a small town as like parramatta and I used bike for EVEYRHING even picking kids from day care</p>
38.	<p>It's a good initiative</p>
39.	<p>It's good strategies to the bike rider .</p>
40.	<p>I'm glad that you're putting in a bike path along the river between Parramatta Park and Westmead. I avoid the Queen's Rd separated cycleway when riding towards Parramatta because cars don't stop and look and there is no room to move to avoid them.</p> <p>A shared path along the south side of Briens Rd is also welcome. I've had more near misses riding through the industrial area on the north side of Briens Rd than anywhere else on my 16 km commute. Adding crossing lights linking this to the Northwest T-way (on the western side of the intersection) would be helpful.</p> <p>Finally, there is a place to cross Hawkesbury Rd at Queens' Rd, but it is not a crossing. Cars have right of way. Some cars stop and others don't. Some pedestrians and cyclists give way to cars and others don't. Can a crossing be put in to avoid this confusion.</p> <p>By the way, thank you for asking for feedback.</p>
41.	<p>I think it's a great to offset carbon emissions and support healthy activity the old ones so the Medicare bill can be reduced and so we have more disposable income</p>
42.	<p>Nice connection through Carlingford connecting Parramatta.</p>
43.	<p>Nah</p>



44.No	
45.	<p>These have been suggested earlier to Georgina Valjak and Mark Crispin, but nothing seems to have been taken up.</p> <ul style="list-style-type: none"> <li>- In North Rocks Park there needs to be a footpath or shared bicycle path from the bottom of the carpark along the side of the new childcare to the footpath on Farnell Ave. There is a well worn muddy path there now with a tricky steep bit at the end. The new path needs to be hard against the Childcare to get the shallowest possible gradient. This is a safe, not as steep exit, from the park rather than just riding on the road.</li> <li>- A short new bike path would be a real improvement running from the lane at the end of Citrus Grove down to Hunts Creek Bike Path across the existing bridge and then up a lane to Sun Valley Place. This would allow a safe bicycle route (not Jenkins Rd) from North Rocks Rd, down Farnell over the new track, Baker St (quiet except school morning and afternoons), Felton Rd and then on to the new bike track following the new Light Rail to the Parramatta River Bike Track and on to Parramatta CBD.</li> <li>-To avoid M2 bike lane or North Rocks Rd when travelling west out of North Rocks I suggest the upgrading of existing walking tracks. Woodbury St to Andrew Pl and then Randall Cres down Rifle Range Ck and across Darling Mills Ck to meet the existing dirt road to Ventura Rd. From this point using quieter streets and Toongabbie Cr bike path, Blacktown Rd at Prospect and beyond can be very safely reached.</li> <li>-The draft seems rather Parramatta centric</li> </ul>
46.	<p>A lot of the streets designated as painted lanes or mixed traffic 'should' be low speed local roads but have higher speed traffic in practice. Would be good if streets included in the bike plan have their speeds reviewed by TfNSW as a lot of the network looks to fall under the 40km/h classification written in the standards (<a href="https://standards.transport.nsw.gov.au/search-standard-specific/?id=TBA%20-%200004459:2022">https://standards.transport.nsw.gov.au/search-standard-specific/?id=TBA%20-%200004459:2022</a>). In combination with traffic calming where appropriate, this could lead to a lot of quick wins.</p> <p>Other than that, the network is starting to look impressive and could soon outshine City of Sydney's if work is done quickly enough. The light rail corridor is excellent, and really contrasts with other major thoroughfares (parramatta road, Victoria road, Epping road)</p>



47.	We need to do something regarding using electric-only vehicles on the path. The path is for active transport and is at risk of being taken over by non-complying electric bicycles (especially couriers), electric skateboards and scooters. Please see <a href="https://drive.google.com/file/d/1Eu-xxLG70muITGc6Tx7hu-SwsxnGF_8u/view?usp=sharing">https://drive.google.com/file/d/1Eu-xxLG70muITGc6Tx7hu-SwsxnGF_8u/view?usp=sharing</a> for an extreme example.
48.	Where Victoria rd meets James Rise drive is extremely hostile to pedestrians and cyclists. This intersection needs a better pedestrian and cycle crossing. The current method of crossing via foot or bike is circuitous and awful. Just the worst outcome. So bad. So dangerous. We can do better. So much better.
49.	See attached document, prepared on behalf of CAMWEST Bicycle User Group.
50.	The most important thing is to make sure all priority bike routes are separated (from both vehicles and pedestrians) and safe. This is key to making cycling accessible to everyone and taking cars off the road, which has huge mobility, health, quality of life and environmental benefits.
51.	See uploaded comments
52.	The network is extensive and the future vision very exciting. However, the safe cycling network shouldn't include on-road painted bicycle lanes. Mixed traffic routes are fine speed limits and traffic volumes are properly constrained. It would also be useful to understand what routes are existing and what is proposed, and when delivery is planned.
53.	A detailed submission from Bicycle NSW is attached
54.	Thank you for refreshing the Parramatta bicycle plan. As the city is progressing quickly, it is a good opportunity to integrate walking and cycling into the CBD and areas surrounding it. I have made suggestions in the Have Your Say map. I hope the plan can also have a look at peds & bikes treatments at gateways into the CBD & strengthen connection to transport interchanges.
55.	Hi! 1) The upgrades to the Parramatta Valley Cycleway are a vast improvement. The ride from Silverwater Bridge to Parramatta is nice and much improved. 2) The new traffic island on the corner of Hill Road and Bennelong Parkway (turning left from Hill Road onto Bennelong Parkway) is too narrow. It's now more dangerous for cyclists. There isn't enough room for a cyclist and a car. This forces cyclists to either take the lane to prevent cars behind them from trying to come past them. Motorists will not always give way to cyclists (I've had a motorist fail to let me go ahead and I've had to

	stop to let the car through). A small separated lane in the traffic island to allow cyclists and cars to go through together would be safer, in my opinion. Submission attached. I also have videos if you are interested. Thanks!
56.	Parramatta is a good city for riding and not for driving. But the bike paths are still lacking. We want to ride when possible.
57.	I wholeheartedly support the enhancement of connectivity, rideability, and safety, especially during evening commutes. Improved visibility and user-friendly wayfinding systems are essential steps. It's vital to establish an environment that not only promotes nighttime travel but also cultivates confidence and fearlessness among women. Moreover, these efforts can also attract bike tourism, contributing to a vibrant and welcoming community.

**3. If you have any supporting documents, please upload them here.**

5 participants uploaded attachments in response to this question.

For the full responses, refer to the attachments included in the reporting package.

**The demographic section:**

**1. What is your relationship to the area?**

57 participants responded to this question. For this particular question, participants were asked to select all that apply. Participants said they:

Response	Number	Percentage *
Live in the area	43	75%
Cycle in the area	32	56%
Work in the area	23	40%
Are a ratepayer	18	32%
Own a business in the area	5	9%
Other	4	7%
Study in the area	3	5%

Note: these have been rounded to the nearest percentage.

For the four participants that selected other, they stated they represent an organisation (2), walk trails in the area (1) and their family cycles in the area (1).

If participants selected 'they cycled in the area', they were asked the following logic questions:

**a. How often do you cycle in the area?**

31 participants responded to this question, with participants allowed to select more than one option. Participants nominated that they cycled:

Response	Number	Percentage *
Daily	11	35%
Weekly	14	45%
Fortnightly	2	6%
Monthly	5	16%
Other	2	6%

Note: these have been rounded to the nearest percentage.

Participants that selected other were asked for specifics, one respondent stated they cycle 2-3 times a week while the other stated it varies.

**b. Which cycleways do you use?**

31 responses were received for this question. See the table below for the detailed comments from participants.

	Comments
1.	there aren't any cycleways at the moment. on the weekends I will sometimes ride along the river on the shared paths, but when I ride to the station from North Parramatta during the week there are no cycleways along the route, in the CBD or near the station.
2.	Pitt St and Argyle St between Ollie Web Reserve and Parra station as a daily commute.

	<p>Parramatta Valley Cycleway on the weekends for recreation.</p> <p>Pitt St and Parramatta Park for access between Ollie Web Reserve and Westmead Hospital (my partners route for getting to work at the hospital).</p>
3.	Whitehaven Road, Kleins Road, around Northmead and Winston Hills
4.	parramatta valley cycle way from Parramatta to Rhodes
5.	Along the river from Melrose to Parramatta Park and the circuit over the Silverwater Bridge and Ryde Bridge. Also the cycle way from Carlingford to Parramatta which is great.
6.	<p>There are no "real" formal cycleways near me - there is one shared path that I make use of but that's it ... how am I supposed to get to the more proper cycling infrastructure in a safe fashion - ?</p> <p>What about the father and his teenage daughter who often cycle through the street that I live on - after school ?</p> <p><a href="https://www.monash.edu/news/articles/what-do-women-want-to-ride-a-bike-without-fear-of-injury-and-harassment?utm_source=miragenews&amp;utm_medium=miragenews&amp;utm_campaign=news">https://www.monash.edu/news/articles/what-do-women-want-to-ride-a-bike-without-fear-of-injury-and-harassment?utm_source=miragenews&amp;utm_medium=miragenews&amp;utm_campaign=news</a></p>
7.	Parramatta Park, Parramatta River, Sydney Olympic Park
8.	Brickfield St
9.	Mostly Carlingford to Parramatta, and Carlingford to Homebush/Olympic Park area. Occasionally Carlingford to Epping, and Carlingford to North Rocks.
10.	O'Connell street, River foreshore, Macarthur street towards M4. I back street the rest as it's too dangerous.
11.	Haslam's Creek, Parramatta Valley Cycleway, Trails around Olympic Park
12.	by the river around Parra River to Sydney Olympic Park, within the CBD (main streets e.g. George, Hassall, Macquarie, Philip etc)
13.	River cycleway paths
14.	Wentworthville to Parramatta, Parramatta Valley Cycle Way to Sydney Olympic Park

15.	Mainly along Parra river
16.	Parramatta river, parramatta park, CBD cycle routes, Brickfield cycle route
17.	Harris St, Harris Park / M4 Cycleway/ River Foreshore
18.	Riverside - Parramatta to Meadowbank
19.	Northwest T-way, Mons Rd, Darcy Rd, Hawkesbury Rd, Queen's Rd, Parramatta Park, Parramatta River (north bank), Elizabeth St Cycle Park. By the way, I also ride in the afternoon, but in the next question I could only select one time of day.
20.	No specific route
21.	Carlingford to Parramatta Active Transport Link Hunts Cr Bikepath Parramatta to Homebush riverside Bikepaths M4 Bikepath
22.	Epping to Carlingford Epping to Macquarie park
23.	Parramatta river, Olympic Park, Parramatta park, Tramway
24.	Light rail ATP and parramatta river path.
25.	A number of different paths.
26.	Various
27.	Streets in and around Parramatta CBD, Parramatta River Cycleway, M4 Cycleway, Parramatta - Liverpool Cycleway, Carlingford line cycleway, Olympic Park cycleways, M2 cycleway, Westmead - Toongabbie, North Rocks, etc.
28.	Parramatta Valley cycleway, light rail ATL, trails in the SOP, M4 cycleway.
29.	The Louise Savage pathway. The Parramatta River Cycleway.
30.	Parramatta park, not O'Connell st, Elizabeth st over the oars bridge
31.	Transit-ways (T-ways) M4 Path links Parramatta Park



Active transport link between Carlingford and Parramatta Parramatta Valley Cycleway Sydney Olympic Park River Walk Oconnel st - lake Parramatta and Nth Parramatta Heritage Precinct/Cumberland Hospital
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### c. When do you normally cycle?

31 participants responded to this question, with participants allowed to select more than one option. See the table below for a breakdown of when participants cycle:

	Morning	Afternoon	Evening	I don't cycle on this day
Monday	11	5	1	13
Tuesday	11	5	2	12
Wednesday	10	7	1	12
Thursday	13	6	2	9
Friday	10	6		14
Saturday	12	13	1	5
Sunday	10	11	2	7

### 2. Suburb?

57 responses were received for this question. Participants stated they lived in the following suburbs:

Suburb	Count
<b>Parramatta LGA</b>	
Baulkham Hills	1
Carlingford	5

Clyde	1
Eastwood	1
Epping	6
Ermington	1
Newington	1
North Parramatta	8
Northmead	2
Parramatta	18
Rydalmere	2
Wentworth Point	1
Wentworthville	1
Westmead	2
Winston Hills	1
<b>Outside of LGA</b>	
Fairlight	1
Lakemba	1
Sydney	1
Waterloo	1
Wollstonecraft	1

### 3.4. Direct Submissions:

A total of 13 direct submissions were received by the Transport Planning team and/or the Participate Parramatta team.

For a summary of those submissions, refer to the table below:

	Organisation	Support	Summary
1.	Bicycle NSW	Yes	<p>General support for the plan but some concerns in relation to safety, the data, the suitability/appropriateness of some of the proposed cycling infrastructure.</p> <p>They also saw the need:</p> <ul style="list-style-type: none"> <li>▪ To leverage targets for active travel to school</li> <li>▪ For discussion on the ongoing issues caused by the Light Rail</li> </ul>
2.	The Walking Volunteers Inc	Yes	<p>General support but have some site-specific concerns. The concerns related to</p> <ul style="list-style-type: none"> <li>▪ the safety of pedestrians and cyclists</li> <li>▪ impact on current residents</li> <li>▪ archaeological impact</li> </ul>
3.	Stakeholder	Yes	<p>Did not like having to provide contact details for every comment and raised concerns around privacy</p>
4.	Stakeholder	Yes	<p>General support but raised concerns in relation to safety on shared paths. Raised the need for signage and wayfinding, as well as speed limits.</p>
5.	Centre for Population Health (CPH), Western	Yes	<p>General support for the plan and saw the opportunity for Council embed the '<i>Connecting with Country Framework</i>' within</p>

	Sydney Local Health District		the Bike Plan and for Council to collaborate more closely with CPH.
6.	Stakeholder	N/A	Raised safety concerns in relation to pedestrian behaviour on shared path i.e. not keeping to the left and saw the need for shared path centre lines and keep left signs on the Parramatta River Cycleway.
7.	Stakeholder		Raised site-specific safety concerns around Hassall Street in relation to the behaviour of drivers and pedestrians.
8.	Winston Hills and Toongabbie Bushcare Friends of Toongabbie Creek Network	No	Raised concern in relation to the potential ecological impact of the proposed infrastructure, the lack of specific input from the First Nations community, as well as 'inter-generational equity' along the Winston Hills – Toongabbie and North Parramatta Riparian Precinct.
9.	Stakeholder	Yes	<p>1. The refresh is timely and importantly recognises the wide array of cycling types, people, preferences etc. We are a broad church.</p> <p>2. It was good to hear from representatives that safety concerns along the Parramatta River - including under the bridges at Marsden and O'Connell and near the ferry - will be addressed. It would be good to see a timetable for this in the final document.</p> <p>3. The majority of bicycles in 10 years time will be e-bikes of some form. Parra has a high concentration of e-bikes already for reasons of high-density, demographics and the gig economy. The refresh could better consider the impact of e-bikes on infrastructure, eg, whether current infrastructure is appropriate etc, as well as in road sharing terms.</p> <p>4. E-bike batteries are clearly a growing problem. The final document should: a) acknowledge this; b) make provision for e-bike, bicycle and battery recovery in the Parramatta LGA; c) take an advocacy position to the Federal and State</p>

			<p>Governments to regulate the importation of sub-standard e-bikes and producer responsibility for their end-of-life impacts.</p> <p>5. Bike equity is the idea that we use bikes to promote opportunity and social cohesion. Parramatta Council could consider further enacting bike equity through: a) the provision of a free, shared bike scheme for local children without access to a bike; b) promotion of existing kids' share bikes through programs such as Pedal Club.</p>
10.	Stakeholder	N/A	<p>Can you please legislate that, on shared footpaths that cyclist must use a bell to alert pedestrians of their presence and that they must slow down when approaching pedestrians and bus stops.</p> <p>Many a time a cyclist has swooped past me on footpaths, and, on the t-way at Constitution Hill after alighting from a bus.</p>
11.	Stakeholder	Yes	<p>Congratulations on the bike plan refresh consultation. It was annoying that I had to supply my email with every comment. I signed in hoping that if I supplied it once then I wouldn't have to retype it. But now I am concerned that it is visible to all who sign in. I don't think that is necessary and would like my privacy protected. I can see others' email addresses when I'm signed in.</p>
12.	Stakeholder	N/A	<p>I am writing to you as a concerned citizen who walks and rides a bike often through the Parramatta CBD.</p> <p>There are currently no separated bicycle paths through the CBD that I know of, there is also no 30 km an hour zones. This makes it extremely difficult to get from the train station to the start of the Carlingford bike path and or the Parramatta River by bicycle.</p> <p>I believe it is illegal to ride your bicycle in the light rail corridor or near them. This is understandable because people could fall in front of them.</p> <p>I find it very disappointing that all this, money billions of dollars has been spent on the light rail and yet no money has been spent on an active transport. East-west North South route through the CBD.</p>

			<p>We're in a time of extreme climate crisis.</p> <p>We need to be doing everything we can to get people to use less emissions</p> <p>That includes via electric vehicles.</p> <p>More people are moving into the Parramatta region every year and bicycling and walking are the most efficient and space saving methods to get around.</p> <p>Please have a rethink and build these separated active transport paths.</p> <p>Share paths do not work.</p> <p>We also re need to rethink the speed limit in the Parramatta CBD and make it 30 km an hour. This will discourage people from using their cars and encourage people to walk and cycle.</p> <p>Cars should be treated as guests within the Parramatta CBD, cyclists and pedestrians should be given priority.</p> <p>It's the cheapest and easiest way forward and will mean that the Parramatta City Council will reduce their emissions and make Parramatta a nicer place to live.</p>
13.	Stakeholder	Yes	<p>Thanks for your email. We hope to see more painted cycleways around Parramatta to assure our safety as we often have to watch for sudden door openings and other vehicles trying to overtake without safe calculation.</p> <p>I love cycling to work but not in the ambulance, although both end up going to the same destination.</p> <p>Thank you for improving our cycleway.</p>



# 4. Recommendations

This report presents and analyses the engagement for the Parramatta Bike Plan Refresh consultation.

Following engagement, Council officers are recommended to:

- thoroughly review all community feedback received
- respond directly to queries received from the community
- share engagement findings internally with decision makers and relevant stakeholders
- summarise findings and report back to the community (when appropriate but in a timely manner), highlighting how community feedback has been considered and shaped the project
- collaborate with the Community Engagement Team to notify participants of updates to the project, including notifying the community of pertinent Council meetings and the results of the Council meetings

These recommendations are in line with Council's engagement principles and commitments outlined in the *Community Engagement Strategy*.

"We make our decisions in an open and transparent way and provide feedback to our stakeholders in order to explain our decisions and let them know how their input has been considered".