



PARRAMATTA BIKE PLAN



SUMMARY REPORT // MAY 2017

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Prepared By

Change Collective

CrowdSpot

Institute for Sensible Transport

Safe Systems Solutions

INTRODUCTION

BACKGROUND

This is a summary version of the full *Bike Plan*, which is supported by four supplementary reports:

- Volume 1: Engagement
- Volume 2: Saddle Survey
- Volume 3: Detailed Route Descriptions
- Volume 4: Public Consultation Report

CYCLING & PARRAMATTA

Often in partnership with State and Federal Governments, City of Parramatta Council has recently delivered high quality cycling infrastructure. Currently, two key missing links are under construction: Subiaco Creek on the Parramatta Valley Cycleway in Rydalmere, and Queens Rd separated Cycleway in Westmead. \$1million has also recently been announced to improve cycling connectivity between Carlingford and Epping, and \$1.25million as part of separating walking and cycling paths along the river foreshore in Ermington. The City of Parramatta has developed the Parramatta Bike Plan, which has been informed by over 3,000 submissions from the community, either through the online map, in person through workshops or surveys. Combined with a comprehensive cycling audit, current population and jobs forecasts and the latest thinking in cycling infrastructure, the key themes from this engagement have been woven into a cycling network for the next 20 years and beyond.

This Bike Plan supports the City of Parramatta's Vision to be Sydney's Central City, sustainable, liveable, and productive – inspired by our communities. We are now seeking broader community feedback to inform the final Plan.

THE VISION FOR CYCLING

Cycling will play an important role in realising the vision for Central City of Sydney. Cycling will support the liveability of Greater Parramatta through enabling residents, workers and visitors to have more transport choices as the city densifies. Cycling will support growth through helping people access jobs, shopping, education and recreation through a healthy and low-cost alternative that can help alleviate congestion.

The aspiration of the Parramatta Bike Plan is:

- To enhance the productivity and liveability of Parramatta through an increase in cycling, helping foster healthy and connected residents, workers and visitors
- 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 80
- To increase the proportion of people cycling in Parramatta to 5% of all trips to work, and 10% for those ending in the CBD

COMMUNITY NEEDS & ASPIRATIONS

THE CONSULTATION PROCESS

A comprehensive consultation process was delivered to inform the Bike Plan, and the response was emphatic. People want more and better infrastructure, greater protection from general traffic and an improved sense of safety, especially through the CBD.

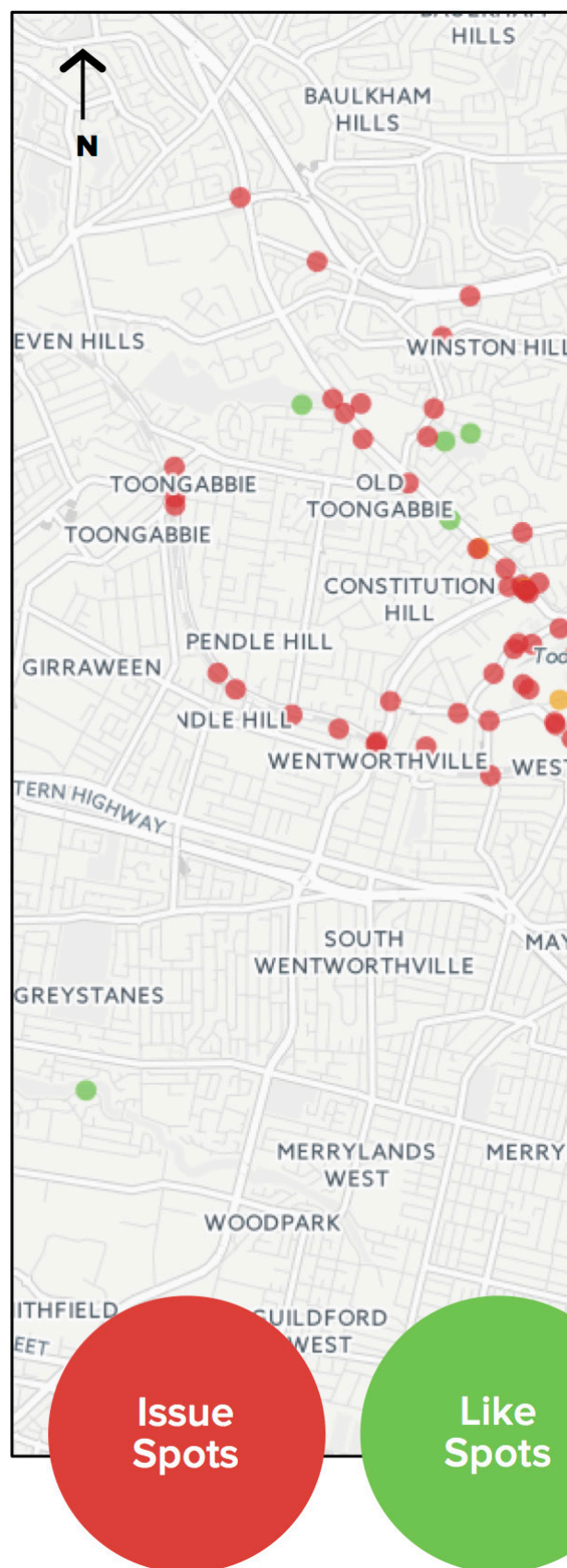
People were engaged through online mapping, surveys, and in person through a series of workshops. Well over 3,000 engagement points were recorded.

Surveys were used to gather important information on participation, current barriers and motivations for cycling. In addition, online mapping enabled the community to map likes, dislikes, safety issues and options for improvement, all of which others could review, rate and comment on.

Two workshops were also run to map current and desired bicycle routes, and gain a deeper understanding of the challenges of, and aspirations for, cycling in Parramatta.

A further workshop was held focusing on programs, events and activities to improve people's capacity, opportunities and motivations for cycling.

Key stakeholders were also consulted including RMS, TfNSW, NSW Health, Parramatta Park Trust, Sydney Olympic Park Authority, peak cycling groups and representatives from adjoining Councils.



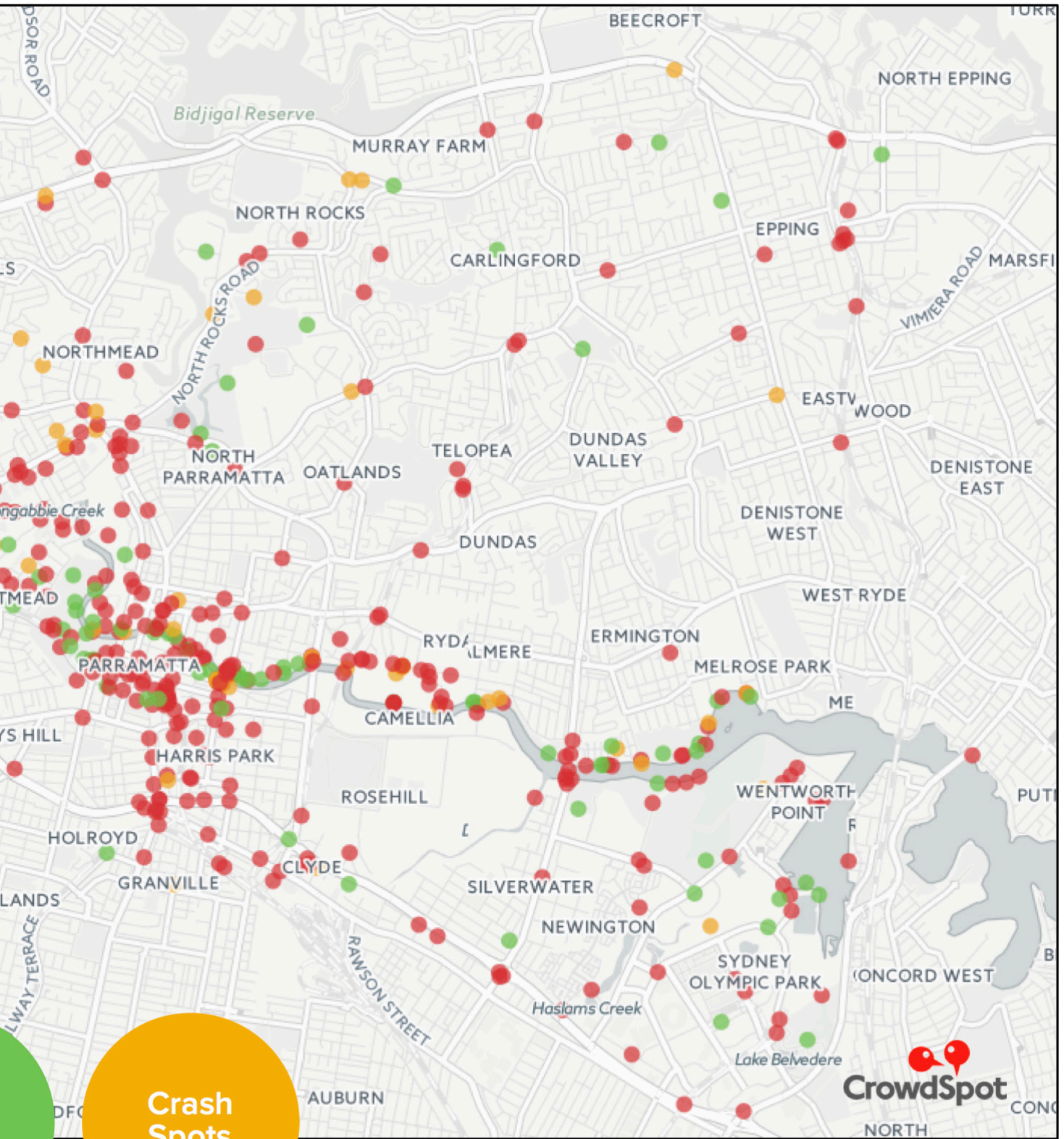
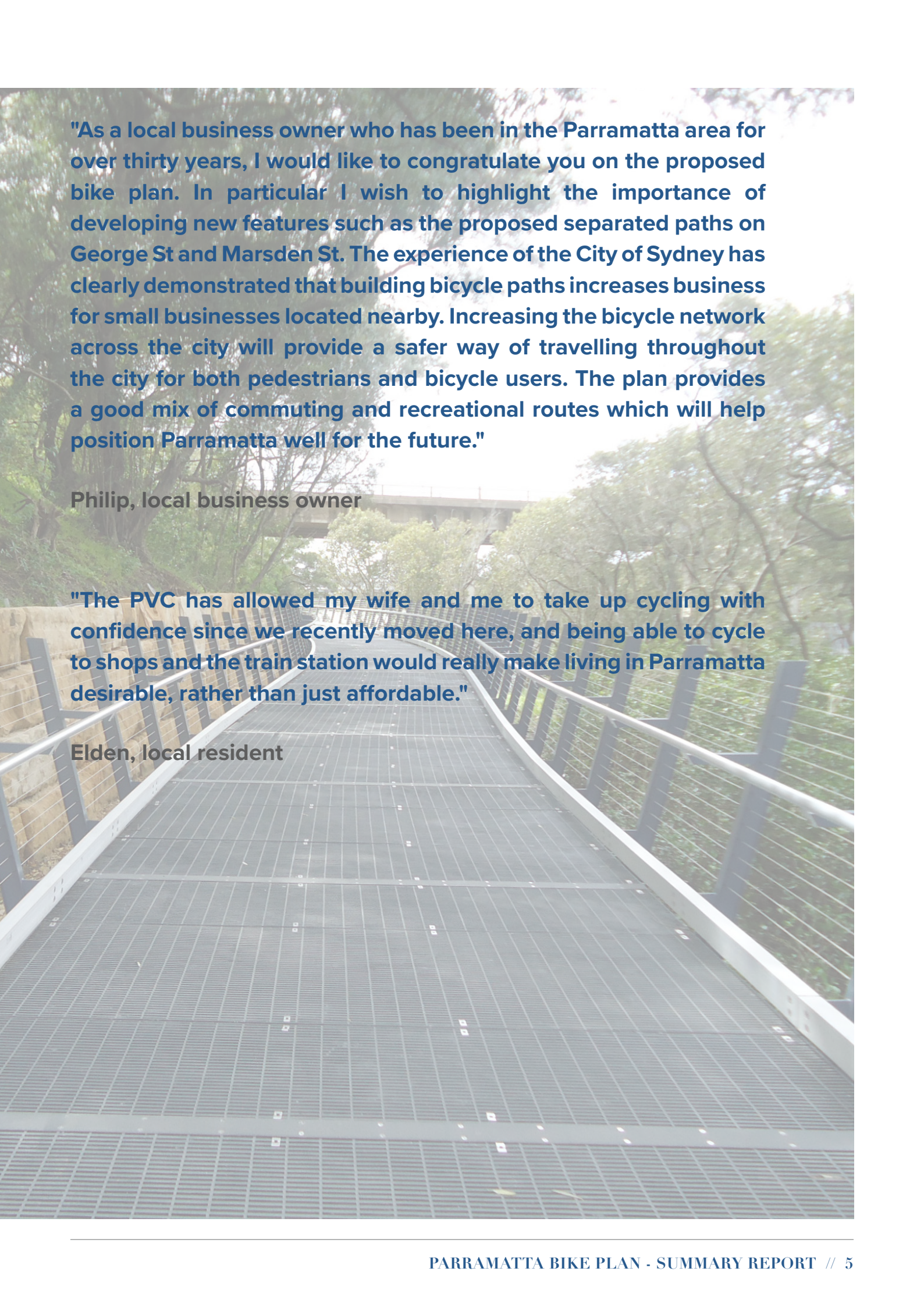


Figure 1: Spatial distribution of Spots from the Community Engagement

KEY THEMES

- Safety was of paramount importance and this was reflected in a clear hierarchy for routes that prioritised: (1) off-road paths, (2) physically separated on-road routes, and (3) quieter back streets
- Integration with public transport: connections with stations/bus stops; access within/through stations; better facilities to carry bikes on trains
- Infrastructure is only part of the solution, a comprehensive package of measures are needed, including education and behaviour change
- Basic improvements can be made to significantly enhance the environment for cycling:
 - Widening narrow pathways (across bridges)
 - Smoothing uneven and poor surfaces
 - Improve connections between key destinations and the Parramatta Valley Cycleway
 - Ensure continuous riding along the Parramatta River corridor without difficulty
 - Adjusting signal phasing or providing priority signal crossing for bike riders
 - Providing additional space for bike riders to turn right
- It is important to continue connecting existing routes, improve north-south routes and connectivity to and within the CBD especially
- There is a perceived lack of respect among road users to safely coexist on Parramatta's roads
- Increased amounts of higher quality, secure bike parking in the CBD and at key transport hubs





"As a local business owner who has been in the Parramatta area for over thirty years, I would like to congratulate you on the proposed bike plan. In particular I wish to highlight the importance of developing new features such as the proposed separated paths on George St and Marsden St. The experience of the City of Sydney has clearly demonstrated that building bicycle paths increases business for small businesses located nearby. Increasing the bicycle network across the city will provide a safer way of travelling throughout the city for both pedestrians and bicycle users. The plan provides a good mix of commuting and recreational routes which will help position Parramatta well for the future."

Philip, local business owner

"The PVC has allowed my wife and me to take up cycling with confidence since we recently moved here, and being able to cycle to shops and the train station would really make living in Parramatta desirable, rather than just affordable."

Elden, local resident

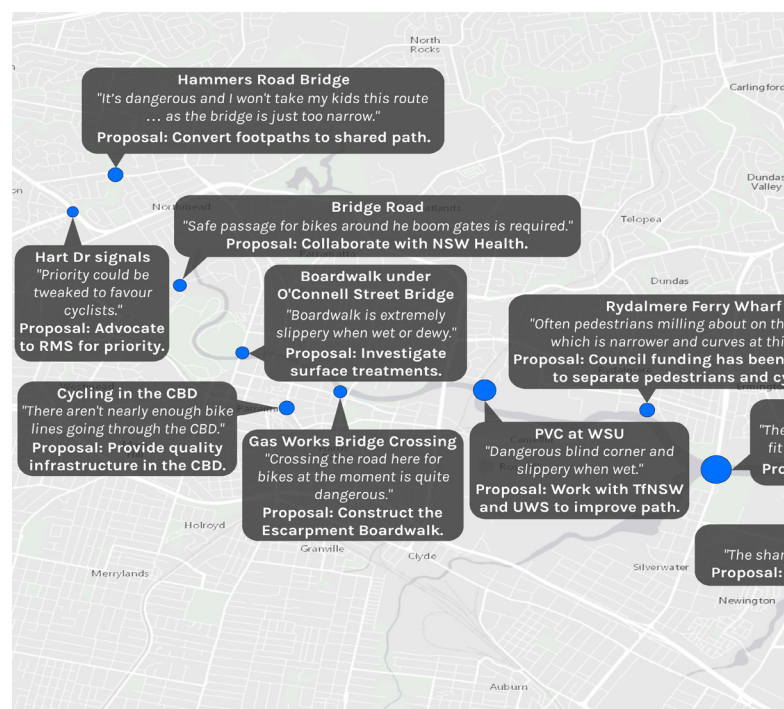
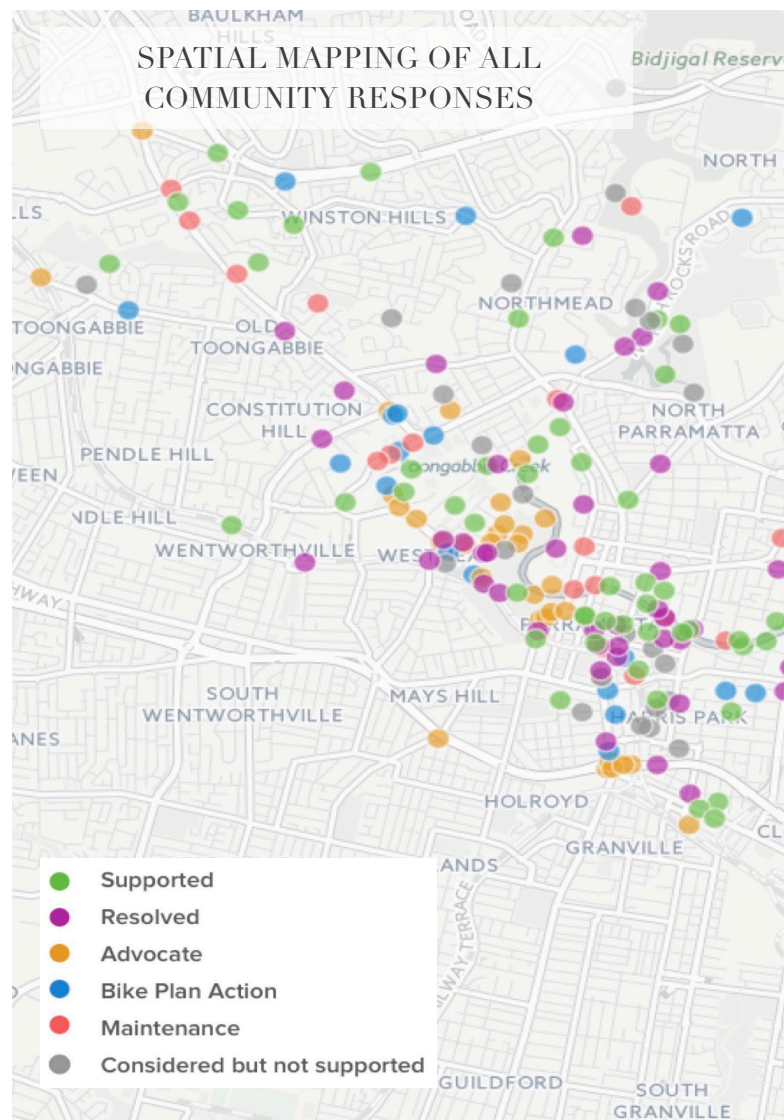
DRAFT BIKE PLAN FEEDBACK

A second round of community consultation was undertaken to gather feedback on the draft Bike plan. A range of methods were used to engage the public, including drop in sessions, written feedback, as well as a customised online engagement platform. Almost 1,000 submissions were received, with the overwhelming majority providing positive feedback on the draft Bike Plan. A detailed report on this round of engagement is provided in Volume 4.

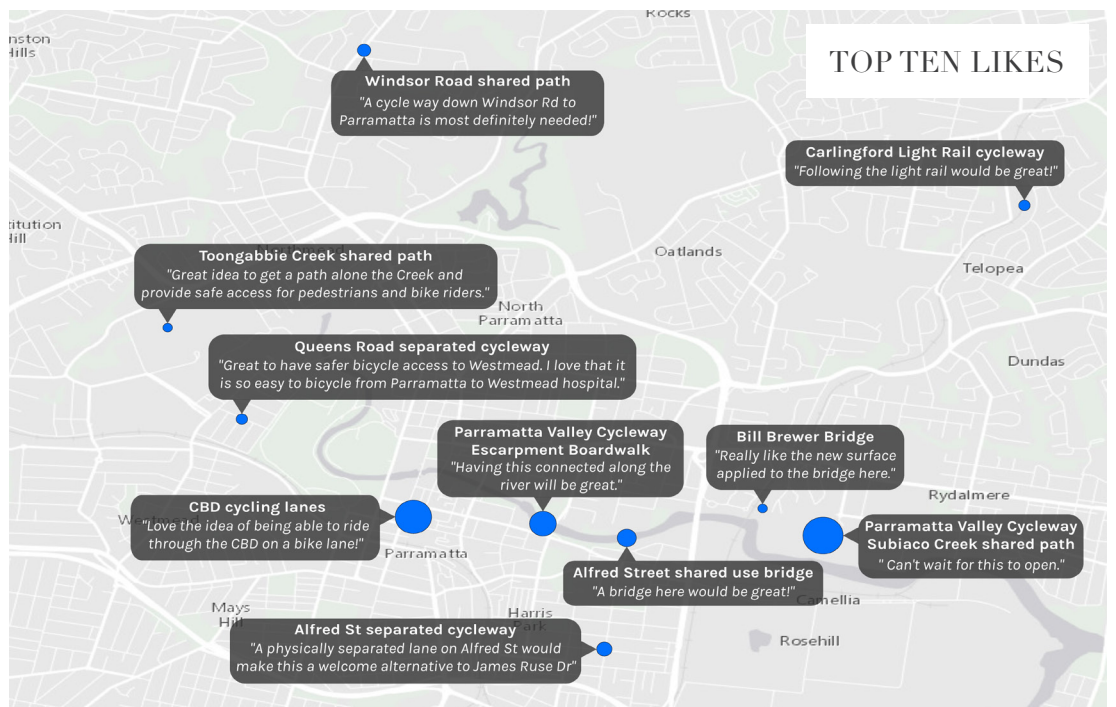
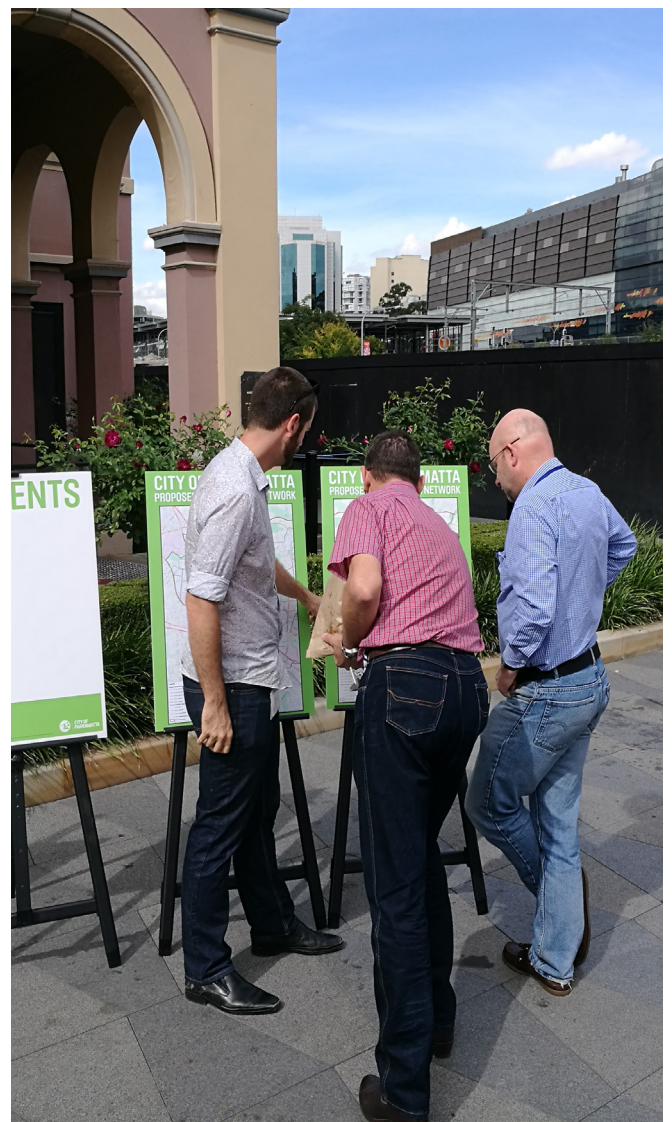
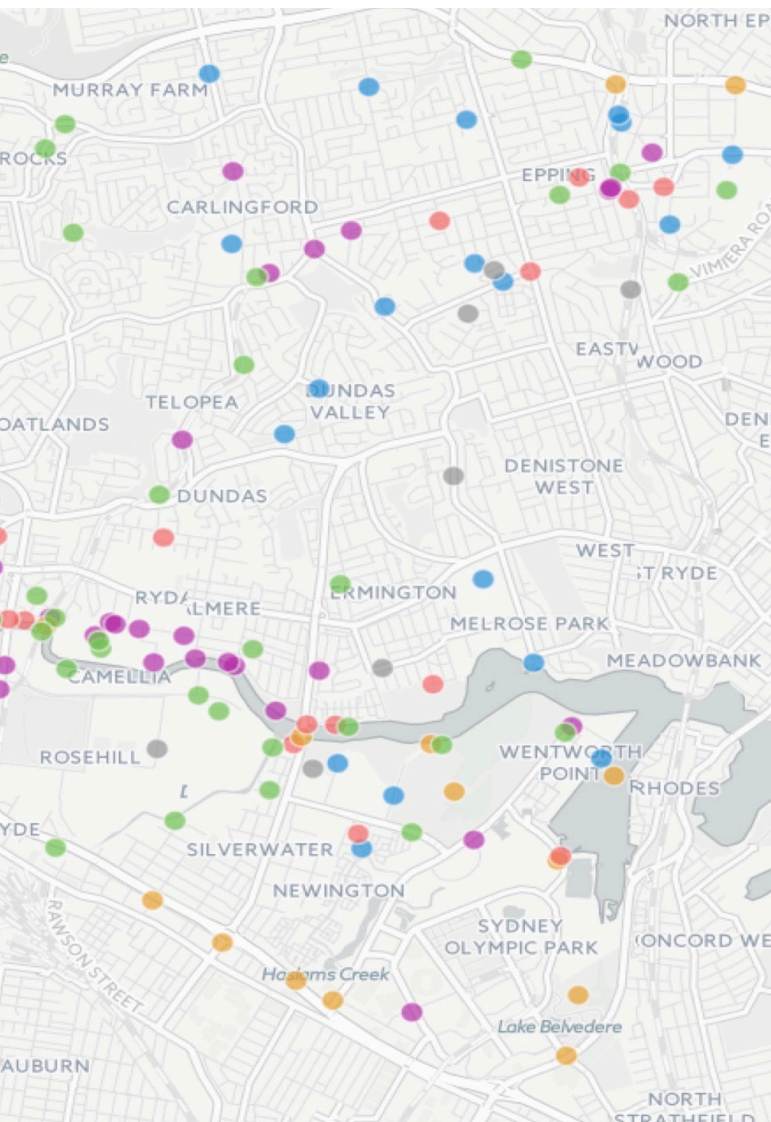
Figure 2 presents the spatial distribution of the feedback received through the CrowdSpot platform, categorised by how they were addressed in the final Bike Plan, as follows:

- **Supported** – These are submissions (27%) that supported actions as part of the existing Bike Plan.
- **Resolved** – These are submissions (22%) that are currently being addressed on the ground or are already identified within the existing Bike Plan.
- **Advocate** – These are requests (16%) that fall within a responsible authority that is not the City of Parramatta. The city intends on communicating these requests to the appropriate authority.
- **Bike Plan Action** – These suggestions (13%) required further investigation and a significant number resulted in changes to the Bike Plan.
- **Maintenance** - Locations (11%) that are less strategic and require further investigation and potential maintenance work.
- **Considered but not supported** – These are submissions (11%) were reviewed, but are not supported at this stage.

Figure 2: Bike Plan Consultation (Detailed information)



and mapping can be found in Volumes 1 & 4)



CURRENT CYCLING ENVIRONMENT

INTRODUCTION

The current picture of cycling in Parramatta has been developed through a comprehensive desktop and on site review, including:

- Review of relevant plans and policies influencing cycling participation
- Analysis of transport patterns
- Examination of crash data involving cyclists
- Cycling audit documenting existing conditions
- Development of a Bike Use Propensity Index as a tool for estimating latent demand for cycling.

STRENGTHS AND BARRIERS

The quantity of bicycle infrastructure in Parramatta has grown significantly over the last two decades. This has resulted in some outstanding environments for riding and the cycling audit identified the following areas as examples of high quality routes.

- The Parramatta Valley Cycleway stands out as the premier cycling corridor in Parramatta, offering a high-level of amenity, connecting users with the natural environment, providing high levels of safety, and allowing riders of all age groups and abilities to cycle comfortably - the quality of the PVC is reflected in the current high level of use, with over 150,000 cyclists per year, and an estimated 120,000 walkers
- Parramatta Park offers a scenic, low speed environment within a World Heritage setting

- M4 shared path offers an excellent route along Parramatta's southern border, although some areas of discontinuity reduce overall levels of service
- Very good shared path along Old Windsor Road
- Excellent network of bicycle lanes in Sydney Olympic Park
- High quality shared path parallel with Hill Road, Newington
- Excellent shared path alongside Epping Road

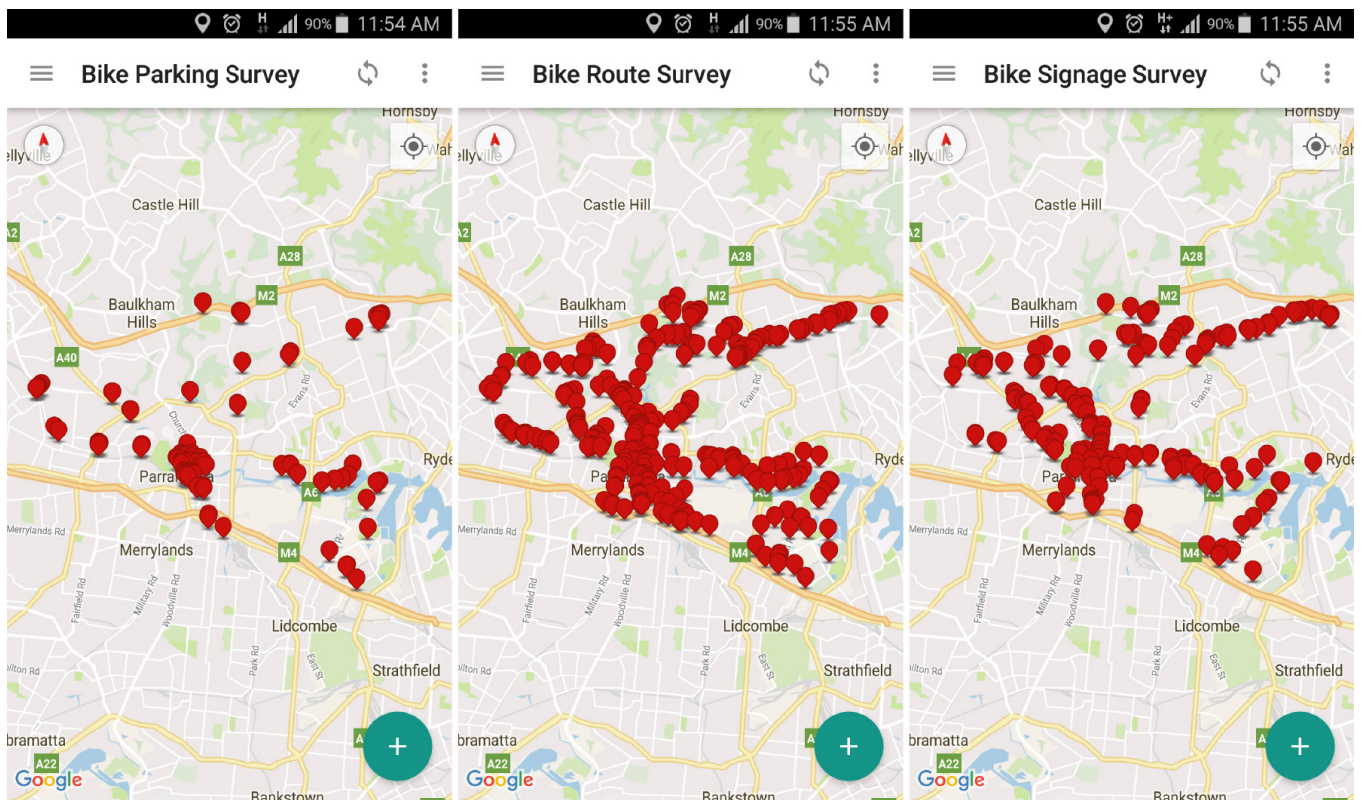
The analysis of travel patterns, the stakeholder consultation and the cycling audit results identified a number of barriers to cycling in Parramatta, summarised below:

- A lack of safety due to the limited number of streets with dedicated bicycle infrastructure
- Bike lanes that end abruptly at intersections
- High motor vehicle speeds
- Limited north - south connections that create a barrier between key origins and destinations

These barriers are likely to be contributing to a low 0.5% of Parramatta residents using the bicycle for at least part of their work journey at the 2011 Census. However, the Parramatta Valley Cycleway demonstrates a powerful argument for safe cycleway provision with consistent 10-20% year on year growth over the past 4 years.

The cycling audit team used a customised mobile App to document missing and existing bicycle parking, bike routes and signage (Figure 2).

Figure 2: Custom App for Auditing Bike Infrastructure



THE FUTURE CYCLING ENVIRONMENT

Parramatta is currently experiencing rapid population growth and projections are that by 2036 an additional 200,000 people will live in Parramatta, a growth rate twice that of NSW. The Parramatta CBD will experience a significant jump in residential population in addition to an extra 25,000 jobs. Population growth is not restricted to the CBD and will be focussed along a corridor of urban renewal to the south and east. Substantial population growth will occur at Sydney Olympic Park, Telopea, Ermington-Melrose Park, Wentworth Point and parts of Granville. These growth rates are expected to occur on a scale never experienced in Parramatta.

The intense densification will place unprecedented pressure on the public transport and road network. Cycling will become a more important part of the transport mix as higher levels of development reduce trip distances and traffic congestion encouraging the shift towards this healthy, space efficient form of transport.

Parramatta’s future bicycle network has been designed to connect current local centres, but also areas with future population growth, helping to make cycling an attractive option for both the Parramatta of today, and the future.

Cycling will become a more important part of the transport mix as higher levels of development reduce trip distances and an increasing number of transport journeys encourage a shift towards this healthy, space efficient form of transport.

An illustration of Parramatta’s forecast population growth between 2016 and 2036 is shown in Figure 3, with a number of growth hotspots of over 25,000 people (e.g. CBD, Sydney Olympic Park and Ermington – Melrose Park).

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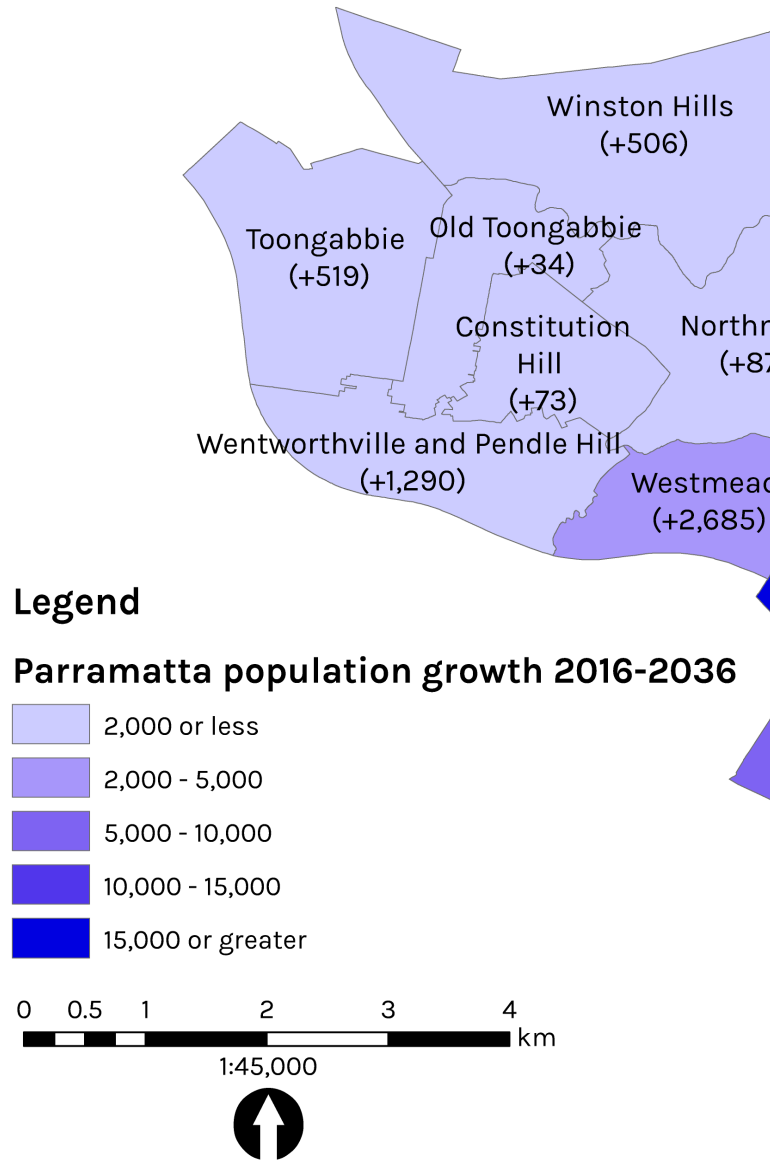
The overwhelming proportion of trips to and from the Parramatta CBD will be less than 10km. The Parramatta CBD Strategic Transport Study clearly recommends cycling infrastructure will be needed within the CBD to ensure cycling becomes a more important contributor to the transport task in the future.

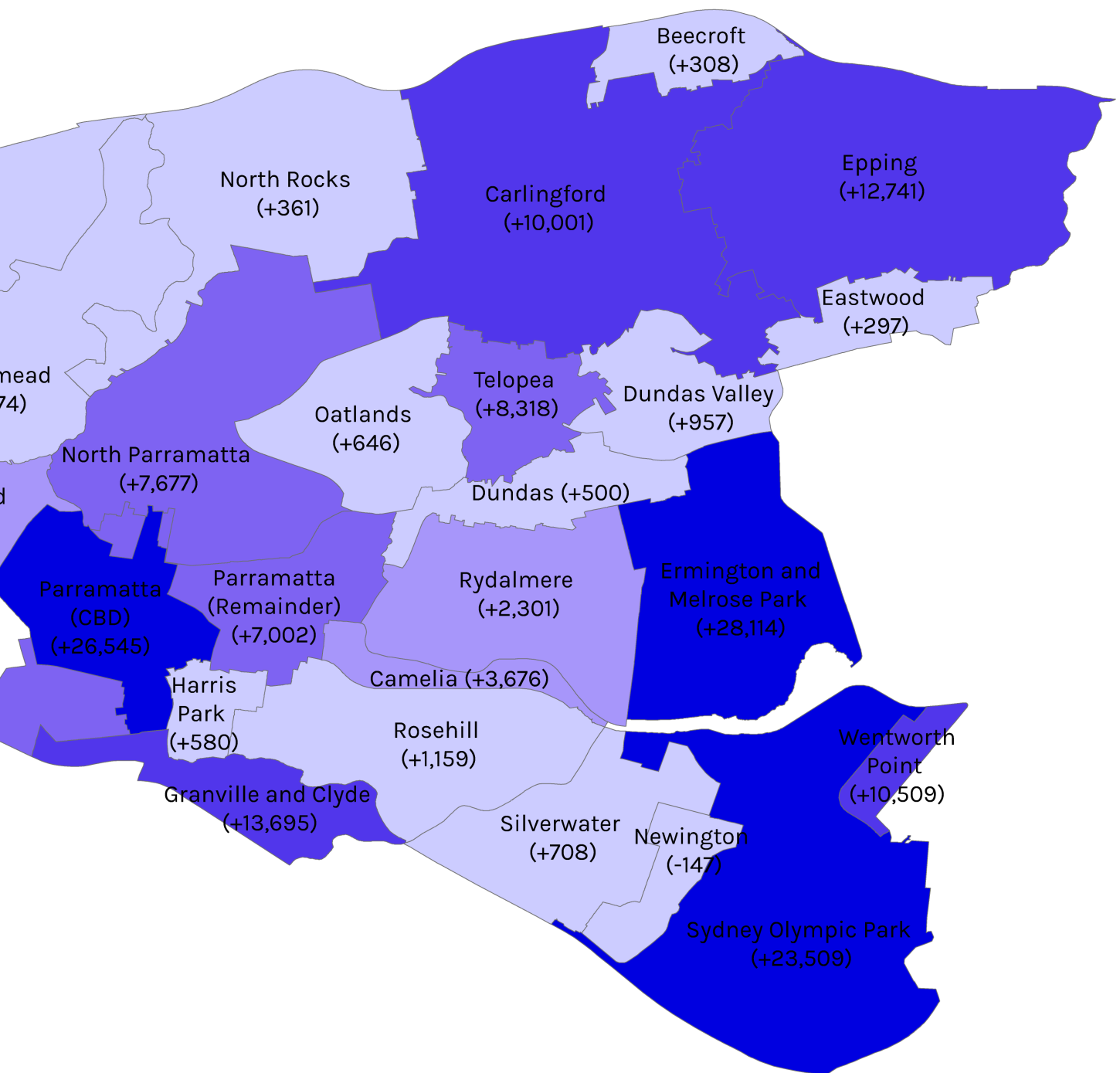
Investing in connected, dedicated and direct cycling infrastructure to ensure Parramatta’s liveability and productivity is protected and enhanced will help increase Parramatta’s attractiveness as a place to live, work and invest. This Bike Plan recognises the need to shift the high levels of car use towards sustainable transport and does this by making it easier to cycle.

The Parramatta CBD Strategic Transport Study has a goal of 10% of CBD trips to be cycled by 2056. This Bike Plan aims to achieve this level of cycling by 2036.

This Bike Plan recognises the need to help shift car trips towards sustainable transport and does this by making it easier to cycle.

Figure 3: Parramatta’s forecast population growth





FUTURE BICYCLE NETWORK

INTRODUCTION

The network incorporates the community and stakeholder consultation outcomes, analysis of transport data, evaluation of existing conditions and the Bike Use Propensity Index. The network has been developed to make cycling an attractive, safe and convenient choice. Each of the proposed routes will be subject to the next stage detail design and community consultation before being implemented.

The network has been designed for the many ‘interested but concerned’ people who would like to cycle more, but don’t due to safety concerns.

As Parramatta continues to develop, this network will enable people connect by bicycle both locally and regionally. Thereby reducing car dependency and helping avoid the frustrations of traffic congestion, and enhancing the overall productivity and liveability of Greater Parramatta.

The bike network will be reviewed at regular intervals to ensure it evolves and grows as the city transforms over the next 20 years.

OPPORTUNITIES

A number of factors have been identified that will increase the bicycle friendliness of Parramatta and therefore overall cycling participation. These opportunities directly address identified barriers to cycling in Parramatta. By taking advantage of the opportunities presented by cycling, Parramatta will be able to fulfil the local and regional aspirations of Local, State and Federal Governments for a healthy and connected community.

Key moves that will contribute to growing the role cycling plays in Parramatta:

- A cycle friendly CBD: Creating a network of physically separated, protected bicycle lanes within the CBD, accompanied by lower speed limits in the core
- Developing a network of separated bicycle lanes that connect future dense precincts with the CBD, train stations and key destinations
- Improving the efficiency of the road network through line marking enhancements that create dedicated bicycle lanes without any significant consequence for other road users
- Creating lower speed, shared zones on streets too narrow to accommodate dedicated bicycle lanes
- Ensuring all schools and key public transport nodes are connected to the bicycle network
- Connecting the Parramatta bicycle network to key destinations in adjoining local government areas

PRINCIPLES

The following design principles have been used in the development of the proposed network:

- **Safety** – addresses the key barrier to cycling
- **Linking centres** (existing and future growth hot spots)
- **Connecting** the existing network
- **Directness** – reduces travel time and increases cycling's convenience
- **Coverage** – increasing the proportion of Parramatta population with access to the cycle network

TYPOLOGIES

The following typologies are proposed for the proposed network:

- 1. On road, physically separated** bicycle lanes on road (using raised kerbs)
 - (a) Single direction each side (pairs) - see Figure 4a
 - (b) Bi-directional on side - see Figure 4b
- 3. On road, dedicated** bicycle lanes (painted markings) - see Figure 5
- 4. Off road, separated** paths for pedestrians and cyclists - see Figure 6
- 5. Off road, shared** paths - see Figure 7
- 6. Mixed** traffic streets:, with Sharrows - see Figure 8
- 7. On road, dedicated bicycle lanes** (buffer) - see Figure 9

See Figure 10 (pg. 18 & 19) for how the different typologies apply to the proposed network.

On an ongoing basis, City of Parramatta will be exploring all options to provide a network with a greater extent of physically separated routes to maximise safety and amenity, should sufficient funding become available.

NETWORK STATISTICS

Typology	Figure	Regional routes (KM)	Local routes (KM)	Total (KM)
On road - Separated bike lanes	4a, 4b	11.7	23.4	35.1
On road - Dedicated bike lanes	5	37.7	69.8	107.5
Off road - Shared path	6	30.9	0.3	31.2
Off road - Separated cycleway	7	46.9	52.9	99.8
On road - Mixed traffic	8	11.0	1.1	12.1
Total		138.2	147.5	285.7

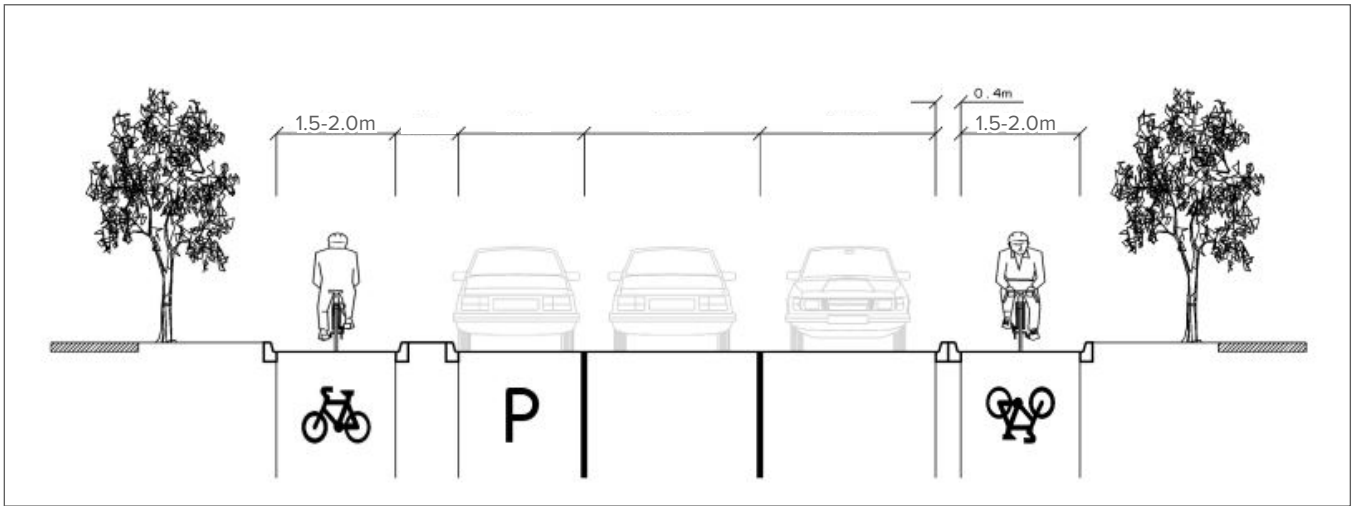


Figure 4a: On road, physically separated - Single direction each side

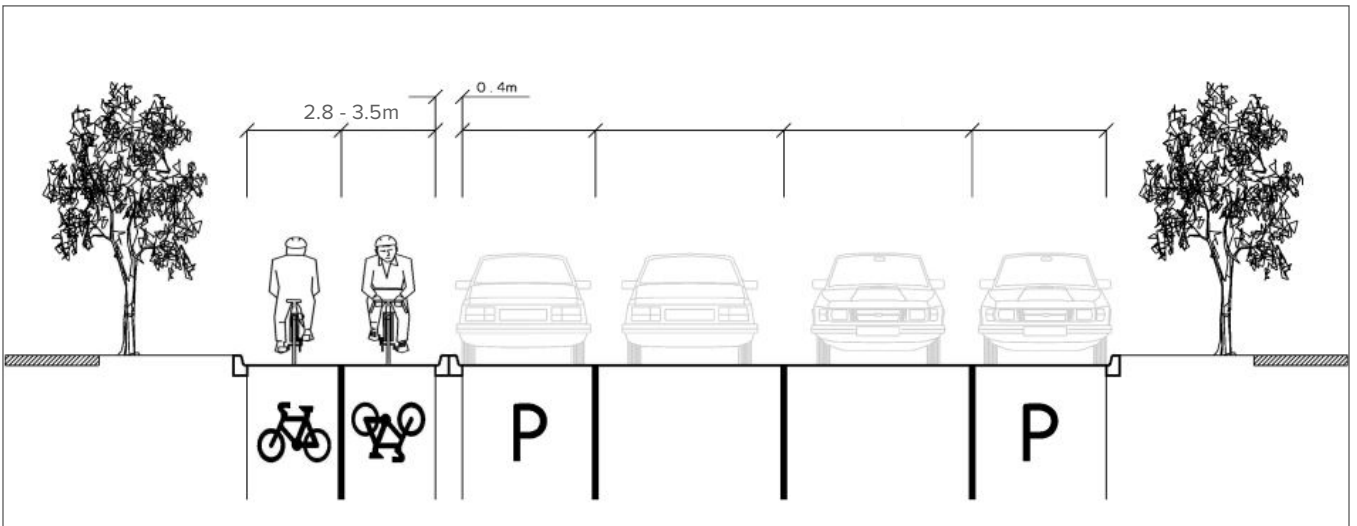


Figure 4b: On road, physically separated - Bi-directional on side

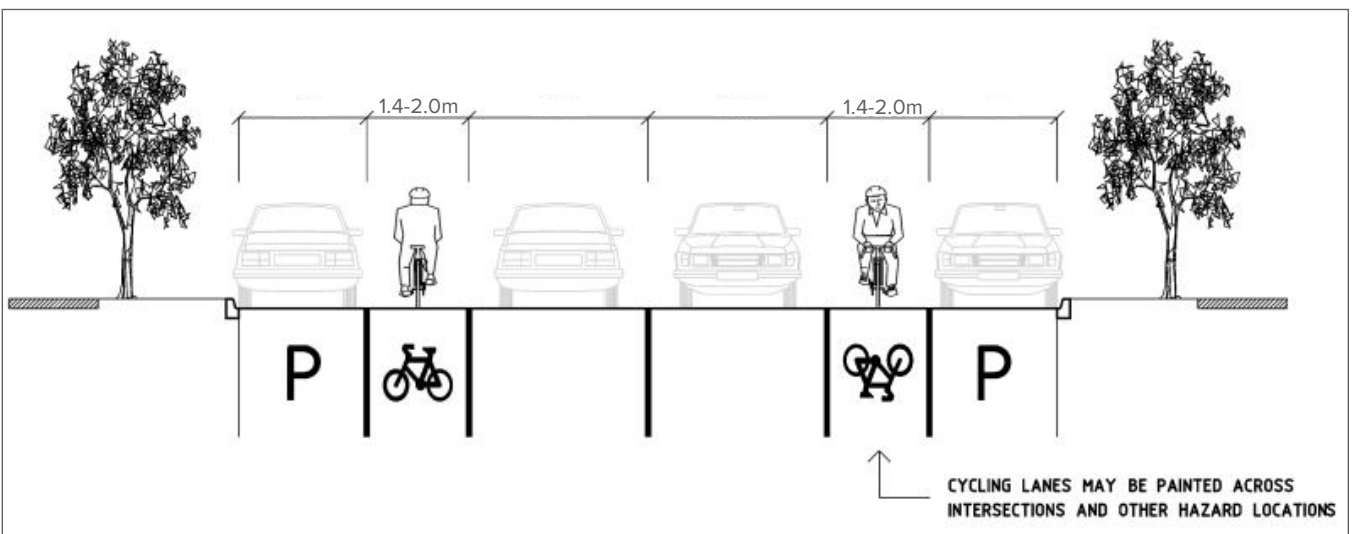


Figure 5: On road, dedicated bicycle lanes (painted markings)

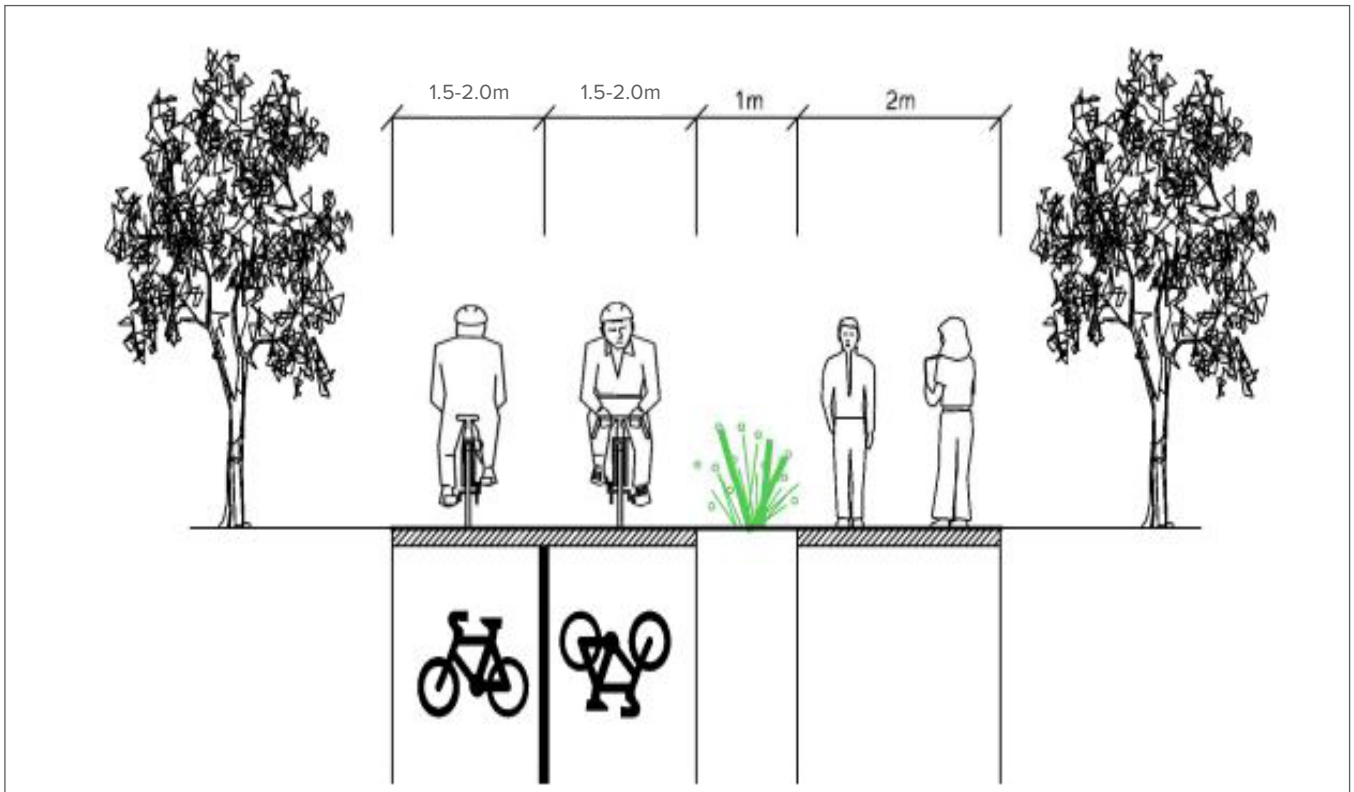


Figure 6: Off road, separated paths for pedestrians and cyclists

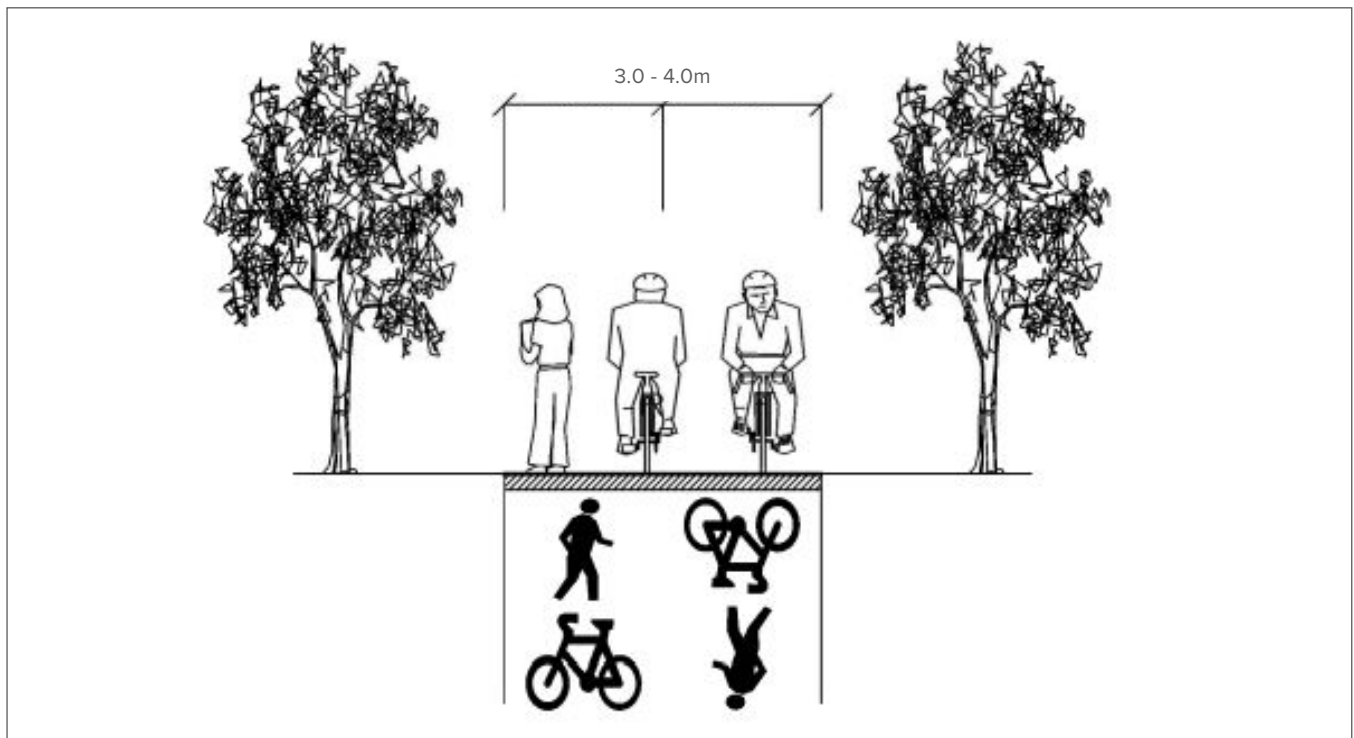


Figure 7: Off road, shared path

For bridge structures Council will work to a minimum 4m clear path of travel, with the sides splayed out to maximise operating space

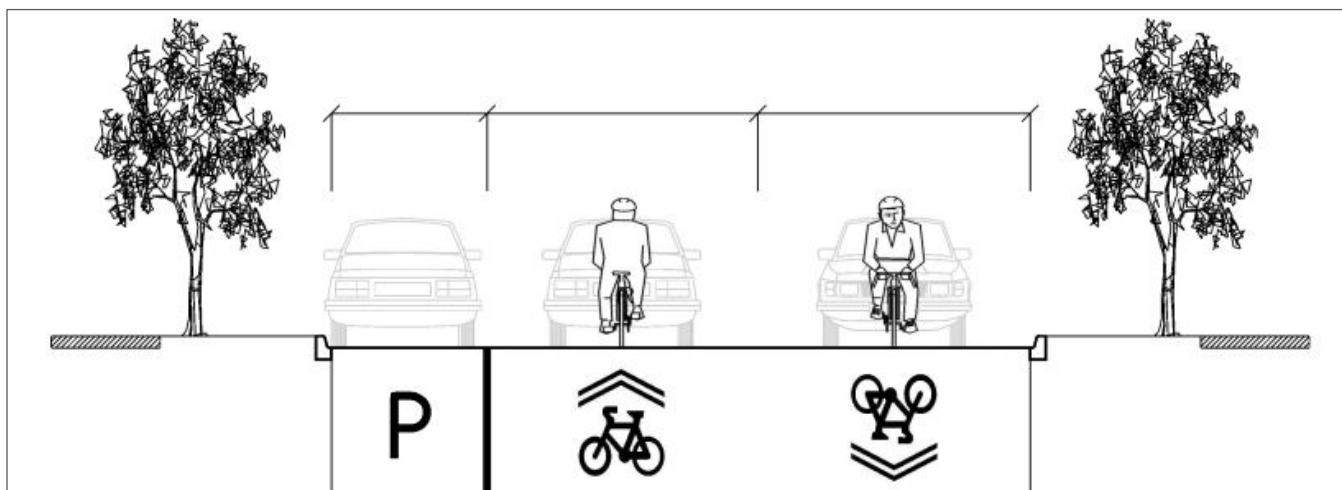


Figure 8: Mixed Traffic Streets - Sharrows

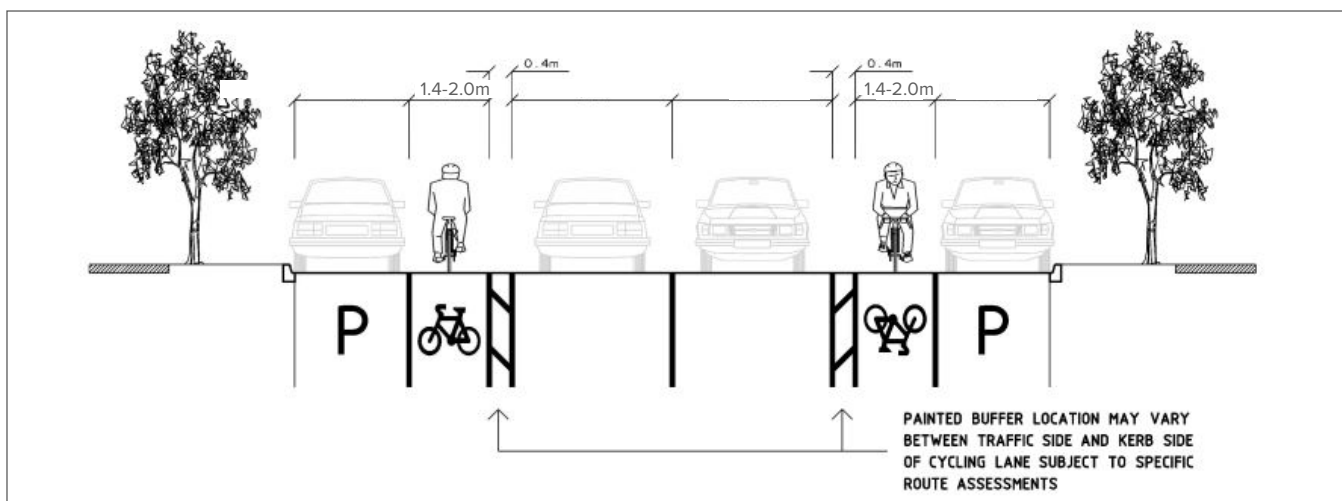


Figure 9: On road, dedicated bicycle lanes (buffer)

The use of the buffer should vary depending on the characteristics of the street. For instance, on streets with high vehicle turn over from kerbside parking bays (e.g. shopping strips), the position of the buffer will be most useful between the parked car and the bicycle lane. This will encourage bicyclists to ride further from the 'door zone'. On streets in which car parking turn over is likely to be lower, the buffer may be more useful between the cyclist and the moving motor vehicle traffic lane.

Figure 10: Proposed Cycling Network (for more detailed maps see Appendix A, Bike Plan Full Report)

