



Parramatta Bike Plan 2024

Adopted 11 June 2024



| **PARRAMATTA**

Acknowledgement of Country

City of Parramatta acknowledges the Traditional Owners of the land, the Darug people.

For over 60,000 years, the area comprising present day Parramatta City has been occupied by the Burramattagal people, a clan of the Darug, who first settled along the upper reaches of the Parramatta River.

The word Burramattagal is derived from the Aboriginal word for 'place where the eels lie down' to breed within the Parramatta River. The Burramattagal have a close connection with the Parramatta River.

The Darug peoples have cared for and nurtured the habitat, land and waters in Parramatta and its surrounding areas for thousands of generations.

We seek to reflect and embrace the rich culture and heritage of the Darug people, and their deep connection to the River, in strategic directions regarding the future of the City of Parramatta.

Contents

1 — Introduction	02
2 — Vision	04
3 — State policy	06
4 — Local policy	08
5 — Our Parramatta	10
6 — What we heard in 2023	13
7 — Infrastructure for a cycling city	15
8 — Policy	18
9 — Programs	19
10 — Our network	26
11 — Network delivery	32
12 — Future network	35

Introduction

At the heart of Greater Sydney, the Central River City is one of the fastest-growing areas in Australia. The unprecedented rate of change provides challenges, as well as opportunities to enable growth that aligns with best practice land use and infrastructure planning.

Communities are also increasingly realising the benefits of reducing dependency on cars, while the trend towards other travel modes such as cycling is on the rise. Cycling will grow to be an integral part of a city's transport system and has the potential to support and deliver the City of Parramatta's Vision to be Sydney's Central City. Cycling can help sustain and support growth through the provision of access to jobs, shopping, education and recreation via a healthy and low-cost alternative that can help alleviate congestion.

The Parramatta Bike Plan 2024 is an evolution of previous work that takes into account recent changes in land use, community sentiment as well as travel behaviour patterns. The Plan was exhibited in August 2023 with the community engaging through drop in sessions, online surveys, the social pinpoint tool and written submissions. Just over 1,200 points of engagement were recorded and have resulted in some changes to the routes, policies and the Bike Plan as well.

What is a Bike Plan?

A Bike Plan is a high level document that identifies the cycling routes, policies and programs at a strategic level in the Local Government Area.

Routes have indicative alignments and typologies that are further refined if they progress into feasibility and design.

Programs are identified that reflect best practice and feedback from the community and stakeholders.

Policies that should be followed in relation to cycling in the LGA are identified.

A Bike Plan should be updated every 5 to 10 years, and include reporting against the targets, programs and infrastructure identified in the Bike Plan 2024. All are subject to prioritisation and the normal Council budgetary processes before they are implemented.



Progress so far

Since 2017, with the support of the State and Federal Governments, Council has delivered 8.5km of improved cycling infrastructure to the value of \$53M. This investment has resulted in a continual increase in patronage, particularly once the river foreshore paths unlocked 20km of completely offroad cycling network from Olympic Park and Melrose Park through to Parramatta Park.

Where to from here?

In the short term Council is looking to further build on this success with continued support from the State and Federal Governments, and with a combined budget of \$135M will plan, deliver, design and construct almost 20km of bike paths, shared paths, bridges, boardwalks and safer crossing facilities to 2027. The Bike Plan 2024 outlines the vision to continue advocating, planning and delivering both infrastructure and programs to support riding in the Central City for decades to come.





Vision

Cycling will play an important role in realising the vision for the Central River City. Cycling will support the liveability of Greater Parramatta by enabling residents, workers, students and visitors to have more transport choices as the city grows. Cycling will support growth by helping people access jobs, shopping, education and recreation through a healthy and low-cost alternative to private vehicle use.

The aspiration of the *Parramatta Bike Plan 2024* is:

- To enhance the accessibility, sustainability, productivity and liveability of Parramatta through an increase in cycling, helping foster healthy and connected residents, students, 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 to 88.

- To increase the proportion of people cycling in Parramatta

to 5% of all trips to work, and 10% for those ending in the CBD by 2043 (2% of all work trips are currently by cycling and walking, for work trips ending in the Parramatta CBD it is 6%).



5%

10%

State policy

Future Transport Strategy 2022

Future Transport Strategy sets out the long-term planning blueprint for enhancing integrated transport options in NSW. This strategy is an update to the Future Transport Strategy 2056 (2018) with new perspectives and directions that reflect the unprecedented changes in travel behaviour of people during the COVID-19 pandemic. The 2022 strategy identifies the importance of meeting net zero emissions targets by prioritising walking, cycling, micro-mobility and public transport while reiterating the commitment made in the previous transport strategy to double the investment in active transport infrastructure. The Strategic Cycleway Corridors Program 2023 has been rolled out for each of the six cities to support this. Future Transport also outlines steps and actions to support councils in the delivery and expansion of their local bicycle networks through planning and funding from NSW Government programs.

Active Transport Strategy 2022

The *NSW Active Transport Strategy* provides a 5-year plan to guide investment and prioritise actions to deliver safe and accessible active transport infrastructure. The strategy defines five focus areas to make walking and bike riding a preferred mode of transport for short trips and a viable, safe and efficient option for longer trips. This is to be achieved through enabling 15-minute neighbourhoods, delivering connected and continuous cycling networks, providing safer and better precincts and main streets, and encouraging behaviour change.

Strategic Cycleway Corridors – Central River City 2023

Through the *Strategic Cycleway Corridor Program*, Transport for NSW plans to provide a safe and connected cycleway network across Metropolitan Sydney and the six Cities. The Central River City Strategic Cycleway Corridor Program identifies 32 corridors within a 340 km network.

GSC Central City District Plan 2018

The *Central City District Plan* outlines a 20-year program for enhancing the economic competitiveness and liveability of Sydney and highlights the significance of developing Parramatta as Sydney's Central CBD. The importance of cycling as a sustainable form of mobility is highlighted throughout the Plan through the Greater Sydney Green Grid.

Sydney Green Grid – West Central District 2017

The *Sydney Green Grid Strategic Framework* provides an overview of regional open space opportunities as project opportunity clusters. The key goal of this framework is to connect people with regional open space through the planning and design of a liveable green network of high-quality active transport links that connect key destinations, opportunities and facilities.

NSW State Infrastructure Strategy 2022–2042: Staying Ahead

This strategy forms a 20-year plan to guide policy and investment priorities in NSW in conjunction with *Future Transport Strategy 2056*, the Greater Sydney Region Plan and the Regional Development Framework. Included are recommendations for funding and delivering active transport infrastructure programs to support liveability and 15-minute neighbourhoods, including a connected metropolitan cycling network for Greater Sydney and major regional centres.

NSW Movement and Place Framework

The *NSW Movement and Place Framework* is a cross-disciplinary, “place-based” approach to the planning, design, delivery, and operation of transport networks in NSW. The framework considers the whole street including footpaths, from one property line to another and focuses on the needs of all users including pedestrians, cyclists, freight, private vehicles, and public transport.

TfNSW Cycleway Design Toolbox 2020

The *TfNSW Cycleway Design Toolbox* guides practitioners on cycleway design across NSW. In concurrence with the NSW Movement and Place Framework, the design, principles and recommendations provided in the toolbox aim to address both the movement function and place character of the location. The toolbox provides a specific range of road and intersection configurations for different cycleway typologies that can be implemented through temporary and permanent initiatives.



Local policy

Parramatta Bike Plan 2017

The *Bike Plan 2017* formed the basis for the Bike Plan 2024, and at the time consolidated the five existing Bike Plans into a single document through an exhaustive community engagement process. It has guided the development of policy, programs and the cycling network to date.

Community Strategic Plan 2018–2038

Accessibility is a key goal outlined within the plan, to connect the city with safe, equitable and enjoyable networks for pedestrians and cyclists. This aligns with the central aim to 'shift reliance on car use towards more sustainable transport options'. The Plan works to strategise, deliver, and advocate for streets that improve transport outcomes and reduce traffic congestion.

Parramatta CBD Planning Framework 2021

The vision for this plan supports the City of Parramatta's broader plan to be liveable, sustainable and productive. The Parramatta CBD Planning Proposal is fundamental to this vision, as it is estimated to result in a significant increase of transport trips starting and ending in Parramatta CBD. The trips generated from the increased intensity will increase from around 51,000 to almost 111,000 in AM peak alone. To counter the dominance of private vehicle use, the plan states that a transformation in the city will require a considerable leap in transport planning initiatives and delivery, to dramatically increase the number of walking, cycling and public transport trips. Council has identified the O'Connell Street corridor for development of a north-south regional cycleway to serve the Parramatta CBD, and it has prepared a high-level concept plan for an east-west cycleway on George Street as a longer-term priority.

Local Strategic Planning Statement 2020

Council's *Local Strategic Planning Statement (LSPS)* provides a strategic direction for the City of Parramatta's planning for the next 20 years and lays out key priorities for the region such as improving walking and cycling infrastructure, as well as access to public and shared transport in the LGA.

Disability Inclusion Action Plan

The *City of Parramatta Council Disability Inclusion Action Plan (DIAP) 2022–2026* provides practical measures and actions to remove the barriers preventing individuals from participating fully. The plan lays out goals and actions under four focus areas, one of which includes creating liveable communities with improved transport and parking options.

Parramatta Ways Walking Strategy 2017

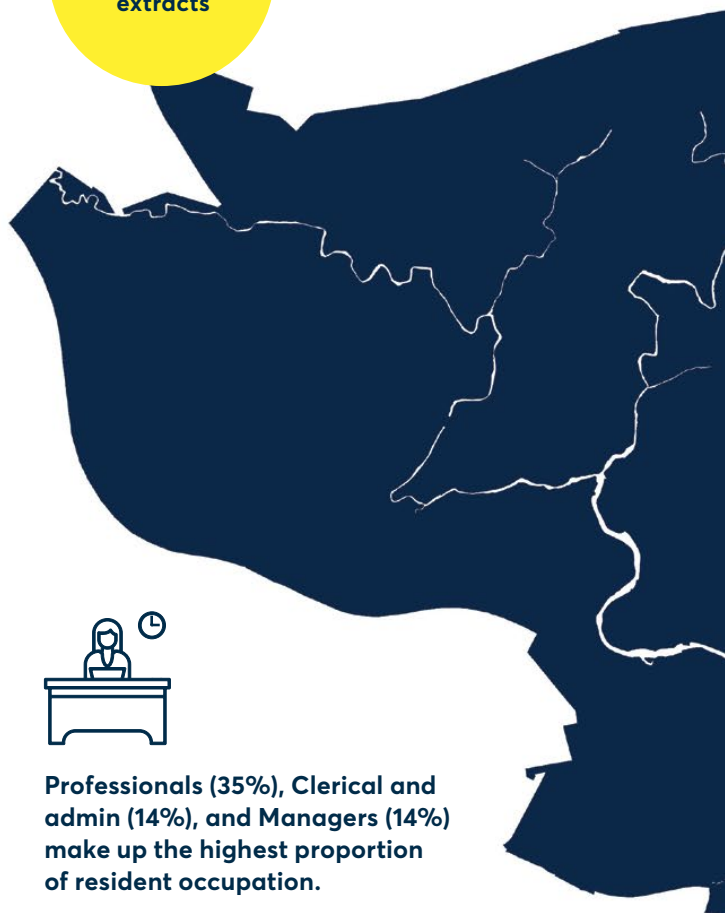
The *Parramatta Ways Walking Strategy* plans to create a safe and accessible walking network across Parramatta. Targets set out in the plan include identifying and completing missing pedestrian network connections, and increasing the number of people walking to school, public transport, and local centres. The plan supports the Sydney Green Grid Framework plan to back overall planning in Parramatta by identifying and prioritising important connections, including cycling and walking.



Our Parramatta

Parramatta is experiencing significant change, having seen an increase in population of 13.5 per cent between the 2021 and 2016 census. This is projected to continue as Parramatta grows into Sydney's Central River City. Understanding the demographics of a region is crucial to delivering a Plan that supports and reflects the needs and aspirations of residents, workers, students and visitors. Parramatta is a diverse and welcoming community, with a wide range of ethnicities and cultural backgrounds. Figure 2 shows some of the key highlights from the recent 2021 census data.

Figure 1:
2021 Census
extracts



Professionals (35%), Clerical and admin (14%), and Managers (14%) make up the highest proportion of resident occupation.



33% of residents travel to work by car, 7% by public transport and 2% by active transport. 57% of residents now work from home.



For persons employed within Parramatta, 21% choose active travel to get to work for journeys ≤ 2.5 km. For persons whose journey to work is ≤ 10 km, 6% choose active travel.



In 2016 there were 226,000 residents within the Parramatta LGA. This grew to 256,000 residents in 2021.



256,729 persons reside within the Parramatta LGA. Of these 50.1% are male and 49.9% are female.



The average age of residents is 35, which is below the NSW average of 39.



There are 21,059 students in primary education, 14,148 in secondary education and 12,926 in tertiary education.



Parramatta is a diverse region, with Chinese (22%), English (14%), Australian (14%), Indian (11%) and Korean (6%) making up the top five ancestries of residents.



62% of residents do not use English as their first language at home. The most frequent languages spoken are Mandarin, Cantonese, Korean, Hindi and Arabic.

Community needs

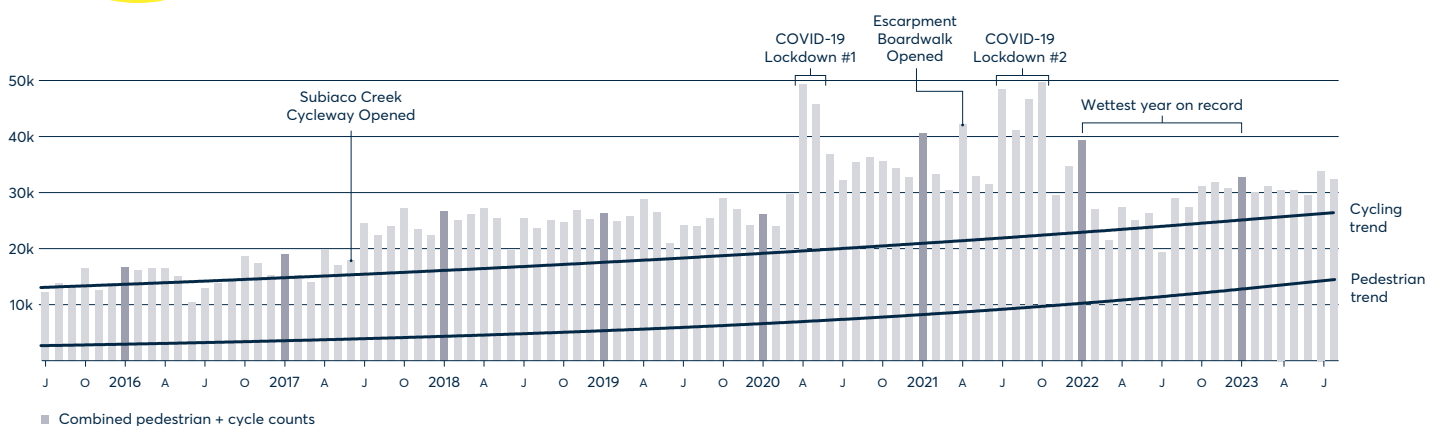
A comprehensive consultation process informed both *Bike Plan 2017* and 2023, the results of which had strong common themes. In 2017, respondents wanted more and better infrastructure, greater protection from general traffic and an improved sense of safety, especially through the CBD. In 2023 the greater number of people using the paths resulted in the strongest theme of the current network is not meeting the needs of users now, let alone in the future. Both pedestrians and cyclists requested greater separation for the two groups, and a number of submissions also asked Council to consider changing painted bike lanes to paths that physically separate cyclists from general traffic.

In the intervening years, data has been collected in select locations that captures the changes in bike path usage, particularly during COVID as per Figure 2 below.

To help understand the changing needs and attitudes of a part of the community as transport options changed in a specific area with a significant increase in density. The annual Carlingford and Epping Travel Survey was conducted from 2019 to 2023. During this consultation process, we found that:

- ▶ More of the community thought cycling across the region had become easier +5%
- ▶ There has been a distinct increase in the number of participants who cycle overall +8%
- ▶ 5% of respondents said they rode once a month or less, and that quiet and wide streets encouraged them to ride.
- ▶ The majority of participants (80%) indicated that at the moment, they never cycle, which provides a significant change opportunity.

Figure 2:
Active transport
trends along the
Parramatta River



What we heard in 2023

The draft Bike Plan was publicly exhibited in August 2023 and advertised online, in the local paper, with pavement stickers and through social media. Face to face drop in sessions were offered and officers spoke to 531 people. An online interactive map allowed users to drop themed pins that “support”, “object” or just “comment”. A total of 612 pins were placed with strong concentrations around the CBD, Epping and along regional routes. A total of 73 written submissions were received from individuals, community groups, the local Bicycle User Groups (BUG) and peak cycling advocacy group in NSW.

The key themes across all the consultation platforms can be grouped into:

Safety

Separated paths for cyclists, pedestrians and vehicles, or wider shared paths. Suggestions were made for improvements at specific locations like sharp corners, removing lips on kerb ramps, as well as improved crossing points. A number of requests were made for slower speed limits where cyclists are mixing with traffic. The introduction of Light Rail into the CBD by TfNSW has excluded cyclists from a large number of streets and intersections for safety reasons.

In the Bike Plan re-fresh a focus was increased separation on key regional routes where space allows. In particular, the river paths with separation or widening now fully funded (where possible) between the CBD and Melrose Park. However there are limitations on where separation can be provided as it needs to be balanced with the higher cost, and impacts on open space, ecology, parking and traffic circulation. However, the Bike Plan only identifies routes at a strategic level, and Council will continue to investigate separation on key routes as funding becomes available, and in response to existing or future projected speeds and volumes of users. Council will continue to advocate to TfNSW to find a safe solution to track crossings, and provide safe and convenient alternative routes within the CBD.

Behaviour

Education for all shared path users needed. Cyclists: ringing of bells, slowing down in high traffic areas, management of speed, being more considerate of pedestrians (particularly young children, hearing impaired or those with a disability). Pedestrians: keeping to the left on shared paths, more thoughtful use of retractable leads on shared paths, dogs off leash generally.

Council has an ongoing program of "Polite Path" activation that targets both cyclists and pedestrians, with monthly activations planned for 2024. Council officers have also made contact with the local Police Area Commands to request support in helping the small minority of users who are consistently inconsiderate of other paths users.

Supporting infrastructure

Respondents highlighted the need for lighting, bins, bike parking, shade and bathroom facilities, as well as improved wayfinding and signage.

Policies and Network Design Principles have been strengthened to ensure supporting infrastructure is considered during the delivery of cycling infrastructure.

Connectivity and access

More paths to different locations and new kerb ramps to improve access to existing paths.

Requests for new paths, ramps, facility types or path removals / re-alignments were reviewed by Council officers in consultation with the relevant teams. Sometimes links could not be proposed where topography, ecology or cost precluded their inclusion. Where requests were supported, the cycling network map was updated – please follow QR code below, along with some corrections and to accommodate State agency requests. Follow the QR code to the online portal where each comment has been addressed.

Scan the QR code to view the City of Parramatta's dedicated community engagement site.



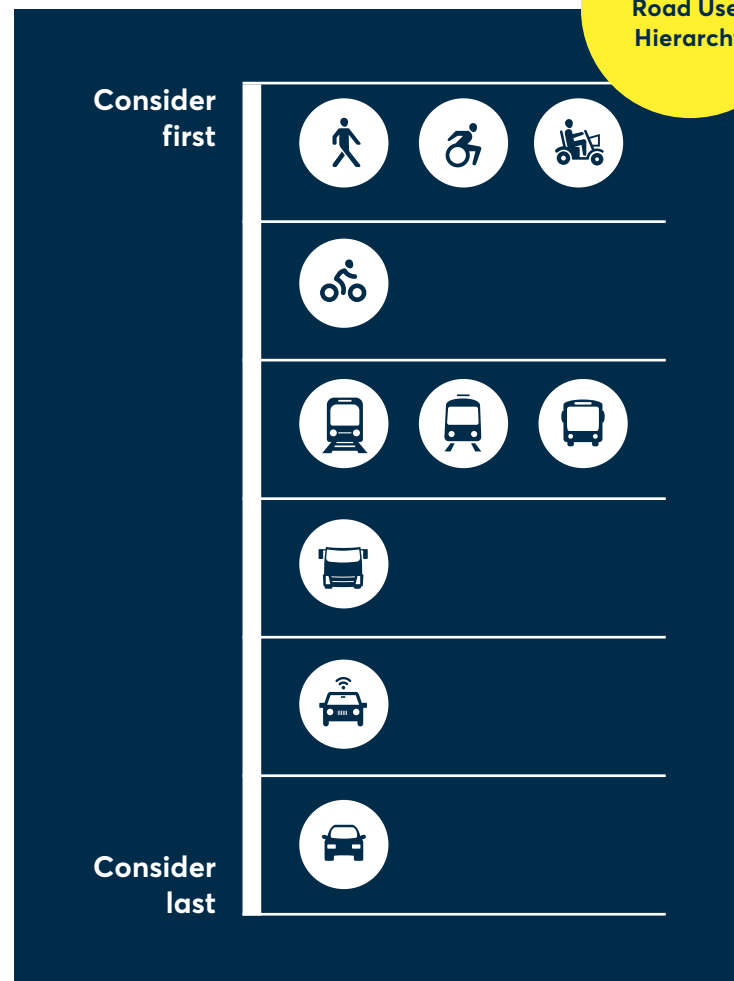
Infrastructure for a cycling city

Figure 3:
Road User
Hierarchy

The approach

A number of initiatives have been identified to increase the bicycle friendliness of Parramatta. These factors are designed to overcome the key barriers identified to cycling in Parramatta.

Over the next two decades, Parramatta's transport network will evolve to meet the challenges associated with rapid growth. The Road User Hierarchy shown in Figure 3 provides a road space allocation framework that represents current best practice transport planning. Pedestrians receive the highest priority, followed by cycling, public transport, freight through to single occupant motor vehicles. Applying the Road User Hierarchy helps guide difficult decisions where road space is contested. Bike Plan 2024 is focused on creating a door-to-door experience that makes cycling the obvious choice for trips under 10km, with a key focus on trips under 5km.



Building the bicycle network

The community have a strong preference for separated cycle facilities where speeds and volumes make mixing with traffic or pedestrians uncomfortable, along with intersection treatments that prioritise the safety of people on bicycles. A continuous, coherent network will minimise the gaps that can reduce the safety and enjoyment of cycling, helping to make cycling an option for a greater spectrum of the Parramatta population.

Network design principles

The following design principles have been used in the development of the Parramatta bicycle network. The design principles have been taken from consultation with experts and the community, the TfNSW Cycleway Design Toolbox and feature the five internationally recognised design principles required for providing cycling-friendly infrastructure. Cycleways are required to be safe, connected, direct, attractive and comfortable, with the additional principle of being adaptable and integrated into TfNSW cycleway design principles.

The principles are defined as:

- ▶ **Safe** – ensure that bicycle riders are provided with safe facilities.
- ▶ **Connected** – Enable bicycle riders to reach their destinations easily via routes that are connected across the network.
- ▶ **Direct** – Provide people cycling with the most direct route.
- ▶ **Attractive** – Deliver safe and attractive surroundings that help to deliver well-designed public spaces.
- ▶ **Comfortable** – Ensure that riders of all ages and abilities can ride at a speed they are comfortable.
- ▶ **Adaptable** – Incorporate flexibility in design to accommodate changes in user needs and demand over time.

Key infrastructure initiatives to grow cycling participation in Parramatta include:

- ▶ A cycle-friendly CBD: Creating a network of physically separated, protected bicycle lanes within the CBD, accompanied by lower speed limits in the core.
- ▶ Connecting schools to the local and regional network. Within the Parramatta LGA, schools with the densest catchments have been prioritised to achieve the greatest participation.

- ▶ Identify one-way streets that can accommodate either contra-flow bicycle lanes, contra-flow cycling, or shared zones to increase permeability.
- ▶ Amenity and comfort is key to an enjoyable cycling experience, additional trees, water, lighting and bathroom facilities will be considered during project development.
- ▶ Where space allows, investigate paired uphill bike lanes with downhill in-lane riding to improve safety on steep roads.
- ▶ Sufficient bike parking in the CBD, transport hubs, local centres, recreational facilities and key destinations.
- ▶ To reduce run off and minimise local impacts, projects will strive to minimise the introduction of additional paved surfaces. This could be through re-purposing existing street surfaces, or consolidating paths where possible.
- ▶ Improve way finding on new and existing routes through signage and pavement marking
- ▶ The network will be continuously reviewed and updated to reflect community needs and development.
- ▶ The future network will need to address future micromobility needs as they grow and evolve, including e-scooters, e-bikes, cargo bikes and other personal devices.



Policy

Policies supporting the transition to a cycling city

Proposed land use controls

The urban intensification occurring in Parramatta provides an important opportunity to build bicycle-friendly design into the buildings (bike parking) and streets (separated bicycle infrastructure). The Parramatta CBD and Outside-CBD Development Control Plans (DCPs) were recently updated to reflect best practice, appropriate controls to support both pedestrians and cyclists. These will be periodically reviewed as the city evolves and grows.

Speed limits

Council will work with TfNSW to increase the areas within, and in close proximity to the CBD to reduce speed limits where appropriate. Council will initiate discussions with TfNSW to reduce the speed limit on local quiet residential streets outside of the CBD where appropriate and in consultation with the community.

Network development policy

- ▶ Council will apply the Road User Hierarchy (see Figure 3) in road space allocation and transport investment decisions.
- ▶ Whenever a road is resurfaced, consideration will be given to adding painted bicycle infrastructure on identified routes in Bike Plan 2024, unless there is a compelling reason not to, from a safety or road width perspective.
- ▶ Whenever a road treatment project is planned, consideration of the impact on cycling safety is required.
- ▶ Whenever road works occur that involve the removal and replacement of road surfaces on a designated cycling route, any bicycle line markings or symbols that are disturbed must be replaced when the works have been completed.
- ▶ Any white bicycle logo (PS-2) should be painted where the rider is intended to be, i.e. in the middle of the travel lane for routes mixing with traffic.
- ▶ All routes involving roundabouts are to consider Australian, and where possible world's best practice for cyclist visibility and safety.
- ▶ Drainage grates with longitudinal slots are to be replaced with bicycle-friendly covers.
- ▶ Suitable locations for tool stands/bike pumps and bike hoops will be identified.
- ▶ Opportunities to minimise impact to vegetation, improve canopy cover and minimal additional hard surfaces should be pursued during feasibility and design.

Technology

Continue to update bicycle counter technology to improve reliability and increase the coverage of counters, as well as promote the data available to the community on Council's website.

Programs

Four core behavioural programs have been prioritised based on best practice and feedback from the community during the development of the Bike Plan.



Program 1: Sharing the path

Inconsiderate use of the existing shared path network by both pedestrians and cyclists was the highest behavioural priority in the feedback from the exhibition of the draft Bike Plan re-fresh. Shared paths accommodate a number of users who have different needs that sometimes come into conflict. During the community consultation for the 2017 Bike Plan and in subsequent years, it was reported that many people have negative experiences on the network because of a lack of understanding of how this type of facility should be used. Parramatta has many such paths and more are planned in the future.

1.1 Desired outcomes

- ▶ Raise awareness among all users of being on a shared path.
- ▶ Improve relations between people riding and people walking on shared paths.
- ▶ Increase a sense of safety, especially for vulnerable users.

1.2 Behavioural goals

1. Bike riders to give way to pedestrians.
2. Bike riders to slow down and pass at a safe distance.
3. Increase and normalise the use of bike bells.
4. Walkers and bike riders keep left.
5. Keep animals on leads and close by.

1.3 Key actors

- ▶ All path users, including cyclists, pedestrians, runners/joggers, dog walkers etc. police, contractors.



Program 1:
Sharing the path
(cont.)

1.4 Program components

- ▶ Engage with the key actors at the sites where and when conflict is most prevalent, to help pedestrians and cyclists understand perspectives of other users.
- ▶ Deliver activations on shared paths that offer an incentive to stop and have a conversation with trained contractors i.e. refreshments, bike tune up, giveaways.
- ▶ Engage with local Police Area Commands to target known areas of conflict and reach the small proportion of path users who would not engage with standard activations.
- ▶ Share the negotiated etiquette with the wider community:
 - the photos will be shared using social media - participants will be encouraged to share photos using their own social media accounts to promote their involvement among their social network.
- ▶ Use various media to share the outcomes with the wider community:
 - utilise Council and community social media to share the outcomes from the on-site activations; and,
 - invite the community to contribute to etiquette online and to rate the outcomes of the activation.
- ▶ Use behavioural signage to communicate the new shared path etiquette with users of the shared path and with the wider community:
 - place the messages at site-specific locations, such as where people make turns off the path or where riders interact with people crossing the path;
 - utilise empathetic messaging techniques in the design; and,
 - use high-impact messaging.

Program 2: Riding to education

The following provides initiatives to increase cycling opportunities for school children. Further information can be found on the NSW Education promoting [safe travel website](#).

2.1 Support safe routes to school

- ▶ Provide shared paths to schools to allow space for cycling and for parents to legally continue their onward journey or return home on a path.
- ▶ Wayfinding and route orientation to students to help them identify safe routes to schools. Additionally, this can be extended to the public to reduce driving on these routes.
- ▶ Investigate opportunities to connect local streets through upgrading cul-de-sac or park footpaths to be cyclable and enable riding on quiet local streets.
- ▶ Investigate opportunities for other infrastructure treatment improvements, which could include the installation of drop-kerbs, refuge islands, raised crossings and the widening of medians.
- ▶ Provide crossing opportunities away from main roads and intersections to enable more direct routes.
- ▶ Provide longer crossing times at signalised intersections during school bell times where possible.

2.2 Provide educational development and advice

- ▶ Work with schools to provide and maintain support for cycling-to-school initiatives such as walking and cycling school buses and the Ride2School initiative.
- ▶ Distribute information in the form of cycling guidelines to increase the awareness of dangers to children and provide tips for cycling and bicycle maintenance.
- ▶ Hold workshop days with schools to provide free learn to ride, tuning and repairs to bikes.
- ▶ Regularly remind students, parents and carers about the importance of riding safely, wearing a helmet and storing their wheeled devices in the right place at school.

2.3 Support safe, growth initiatives

- ▶ Investigate temporary traffic management opportunities to trial programs such as "School Streets". Modal filters can be placed outside of schools which only allow pedestrians and cyclists to enter. Improving the safety and attractiveness of active transport. The open street can be demonstrated as a key event that is adaptable, low-cost, and has minimal impact on the surrounding community.
- ▶ Provide engagement opportunities with schools, parents and the community to identify areas of concern and improvement opportunities.



Program 3: Supporting the community to ride

3.1 Support existing and promote new community initiatives

- ▶ Promote and support events, such as Biketober, Ride2Work days and activities.
- ▶ Explore creating a small grants program for local groups who want to support cycling in Parramatta, particularly those focused on under represented groups in the community.

3.2 Support integrating cycling with local events

- ▶ Explore options to provide bicycle parking at all major local events.
- ▶ Ensure the promotion of cycling to and bicycle parking facilities at associated events.

3.3 Support new cyclists to develop skills and confidence to cycle

- ▶ Explore options to provide regular classes for novice riders.
- ▶ Provision should be made for female-only classes, as evidence shows that some women feel more comfortable and confident when learning physical skills with other women.
- ▶ Provision should be made for on-road training to ensure that practical experience is gained in real-life conditions.

3.4 Provide a central source of key information

- ▶ Develop and maintain a section of the current Council website dedicated to cycling, including digital and static network maps; guidelines for using facilities; road rules for cyclists & cyclist's legal rights; calendar of local events; contact details for all local organisations promoting or supporting cycling.

3.5 Support cycling growth through leadership in the community

- ▶ Explore options for staff with transport and city design responsibilities to attend a bicycle planning and design course, either provided through TfNSW or another accredited provider, to ensure they have the skills and awareness to build bicycle-friendly design into their work.
- ▶ Provide a range of bicycle types for staff to use for a variety of journey types at workplaces across Parramatta.
- ▶ Develop and make available maps of safe and convenient routes between regular destinations for staff
- ▶ Run bicycle skills and maintenance training for staff.
- ▶ Develop a promotional pack and an introduction to 'Cycling at Work' as part of staff inductions.

**Program 3:
Supporting
the community
to ride
(cont.)**

3.6 Support local businesses to enable cycling among staff

- ▶ Explore running a workplace cycling competition to encourage competition among local businesses.
- ▶ Help local businesses with information and guidelines on how and where to ride to work, as well as help implement a Green Travel Plan.
- ▶ Encourage businesses to engage with the Get Healthy @ Work program.
- ▶ Run bicycle skills and maintenance training classes in cooperation with local business associations.

3.7 Support new riders through subsidised rental

- ▶ Explore options to subsidise short-term rental (3-6 months) of bikes and e-bikes to new riders and families to encourage participation and seed riding as an option for residents and workers.

3.8 Support the promotion of a more inclusive cycling culture

- ▶ Create a campaign promoting a cross-section of local bike riders who already cycle to challenge currently-held beliefs and attitudes that limit participation and stereotypes ensuring a cross-section of age, gender, and ethnicity are covered in the campaign.
- ▶ Maximise the use of different channels, such as social media, print and online video.
- ▶ Showcase personal stories that demonstrate the potential to cycle for everyday journeys in everyday clothes and using a range of user groups. While acknowledging sports cycling and other leisure pursuits, it is important to promote short, local everyday transport journeys.



Program 4: Sharing the road

The provision of separated, or even dedicated, bicycle routes cannot always be accommodated for several reasons, including physical and financial constraints. On this basis, the interaction between bike riders and other road users will be commonplace. As such, steps must be taken to improve the coexistence of all road users.

4.1 Desired outcome

- ▶ To support the coexistence of bike riders and drivers of motorised vehicles on the roads and streets of Parramatta.

4.2 Behavioural goals

1. Drivers of motor vehicles leave the legally mandated space (1 – 1.5m, depending on posted speed limits) when driving in the presence of bike riders on all roads and streets of Parramatta.
2. Ensure bike riders, particularly new or inexperienced riders, understand and are able to ride defensively and confidently when sharing road space with motorised traffic.
3. All road users, cyclists and drivers, understand the road rules that support their safety and the safety of others.

4.3 Key actors

- ▶ All road users - but engaged as communities of road users (e.g. truck drivers, bus drivers, taxi drivers, sports bike riders, everyday bike riders, commuter drivers etc.).

4.4 Program components

- ▶ Council will support and collaborate with external agencies who already run relevant initiatives, such as the Amy Gillett Foundation's 'A Metre Matters' campaign.
- ▶ Council will provide and promote easily accessible information on road rules for interactions between bike riders and drivers of motor vehicles.
- ▶ Council will develop - separately or in collaboration with external stakeholders - an intervention to create empathy and understanding among road users by providing opportunities to experience the road from each other's perspective, by:
 - bringing people together at existing community-wide events and activities hosted by Council; and,
 - sharing personal stories of the real impact on bike riders who have been involved in crashes and near misses with motor vehicles.
- ▶ Council will develop an intervention to humanise bike riders through:
 - the personal stories of the diversity of riders in Parramatta (by age, gender, ethnicity, motivations for riding etc.) and local people who cycle and drive.
 - Support or provide defensive cycling and confidence-building training courses

Our network

Wayfinding

The implementation of wayfinding is a key element in providing a successful cycling network. It is an essential aspect of recreational cycling, allowing users to navigate without the need for a map or mobile phone. The strategic placement of wayfinding throughout a network allows cyclists to easily explore, whilst providing safer journeys.

Good wayfinding can promote cycling by raising awareness of the region's network. This helps increase the visibility of the network to users, which encourages more people to take up cycling. Additionally, it helps allow residents and visitors to overcome barriers and constraints including safety concerns and severance, through a lack of knowledge of the area. Good wayfinding is achieved by providing prompts such as signage and maps, as well as landmarks, and patterns amongst other signals.

Figure 4:
Example
wayfinding
signage



Signage

To achieve success in the application of wayfinding throughout the region's network, good, clear and concise signage is required. Achieving this reduces confusion and increases rider confidence in the information presented.

Figure 5:
Example
signage



TfNSW sets out a clear plan for the application of signage across the state. This ensures consistency throughout NSW, which is easily recognisable and informative. Signage is produced to meet specific standards which can be found on the government website. Examples of signage found across NSW are shown in Figure 4, Figure 5, and Figure 6.

Figure 6:
Example
signage



Typology

The following typologies have been used when developing the proposed network:

- ▶ On-road, physically separated bicycle lanes (using raised kerbs)
 - Single direction each side (pairs)
 - Bi-directional on one side
- ▶ On road, painted bicycle lanes (as a pair, or one side only)
- ▶ Off-road, separated paths for pedestrians and cyclists
- ▶ Off-road, shared paths
- ▶ Mixed traffic streets – painted white bicycle logo

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. Priority will generally be given to routes currently identified for dedicated bicycle lanes (painted), for upgrade to separated, particularly for regional routes, over local routes. Each of these routes will be assessed to ensure there is sufficient space within the road reserve and the design will be optimised for all users and subject to additional consultation at the detailed design stage.

The proposed bicycle network in Bike Plan 2024 has been developed to achieve the vision set by Council, by creating a street and path network that makes cycling an attractive, safe and convenient choice. The analysis of transport data, community and stakeholder consultation outcomes, and the evaluation of existing conditions have all been used to inform the creation of the proposed network.



Figure 7:
On-road, physically
separated –
single direction
each side.

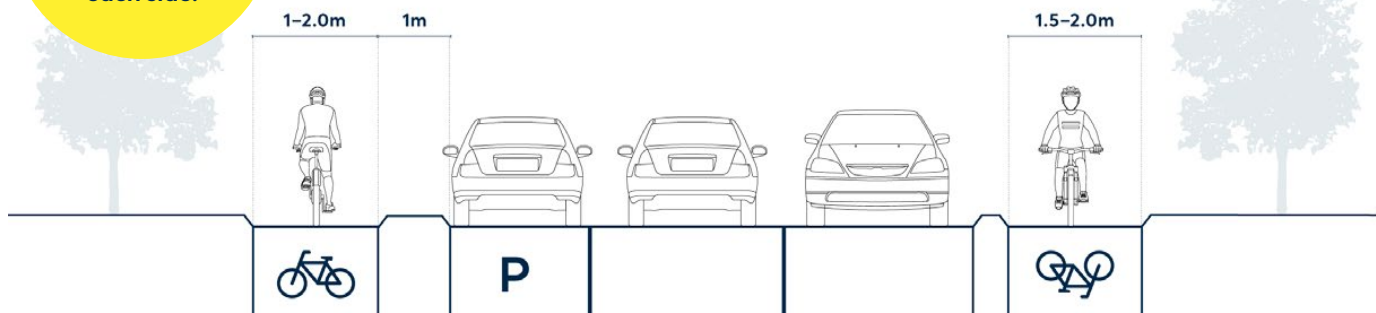


Figure 8:
On-road, physically
separated –
bi-directional
on side.

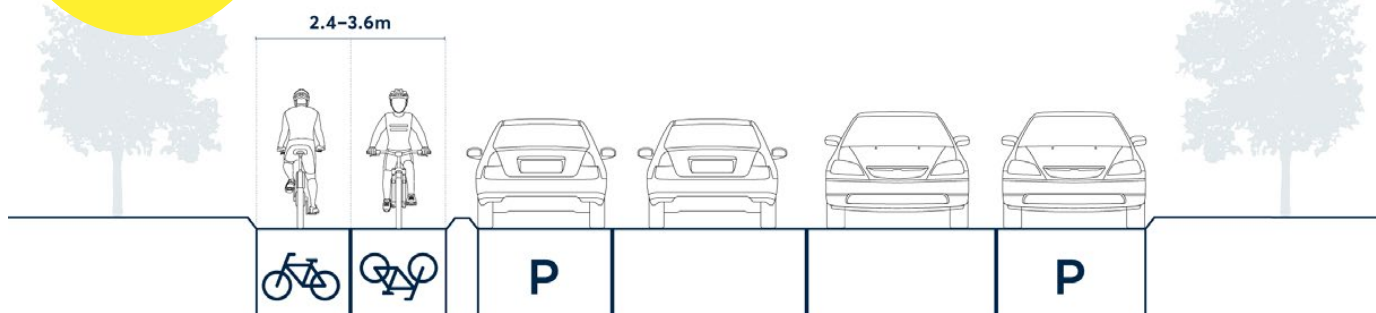


Figure 9:
On-road, painted
bicycle lanes

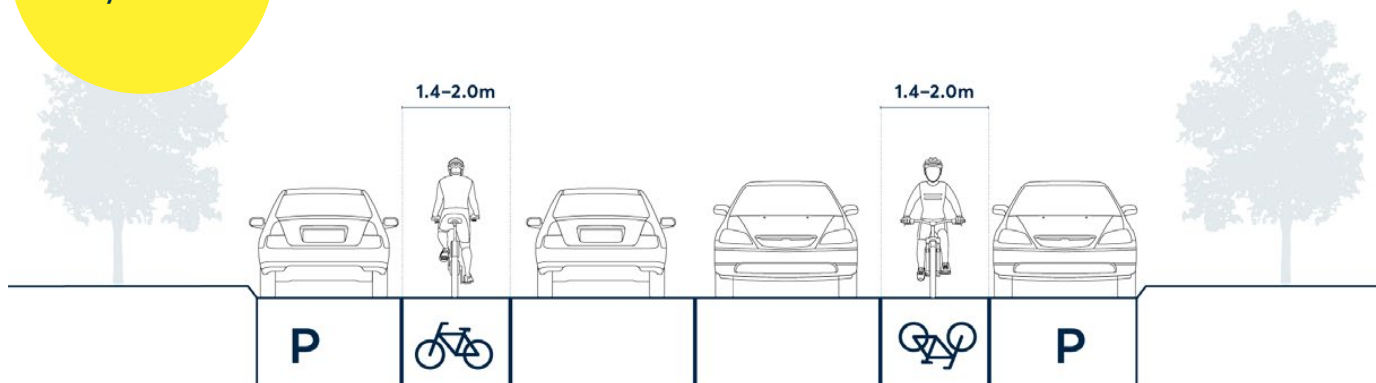


Figure 10:
Off-road,
separated paths
for pedestrians
and cyclists.

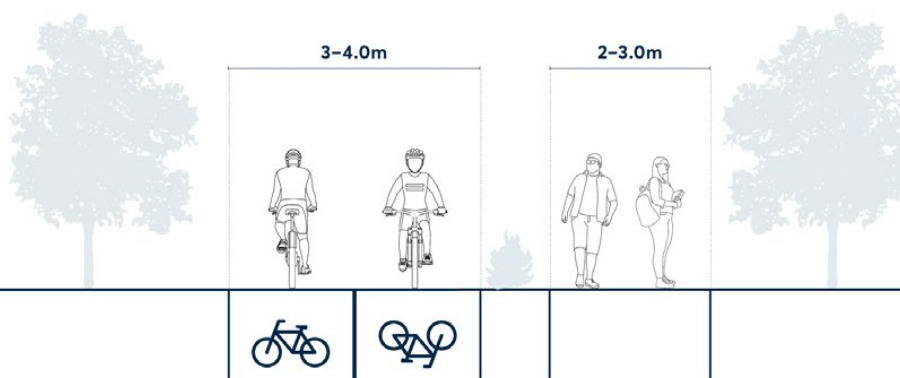


Figure 11:
Off-road,
shared path.

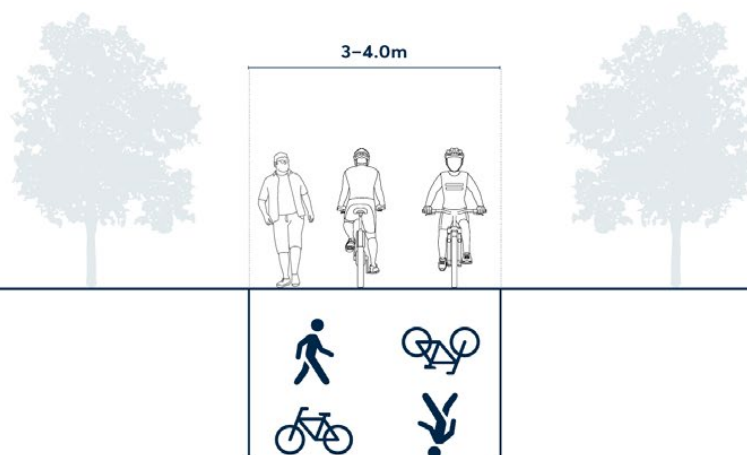
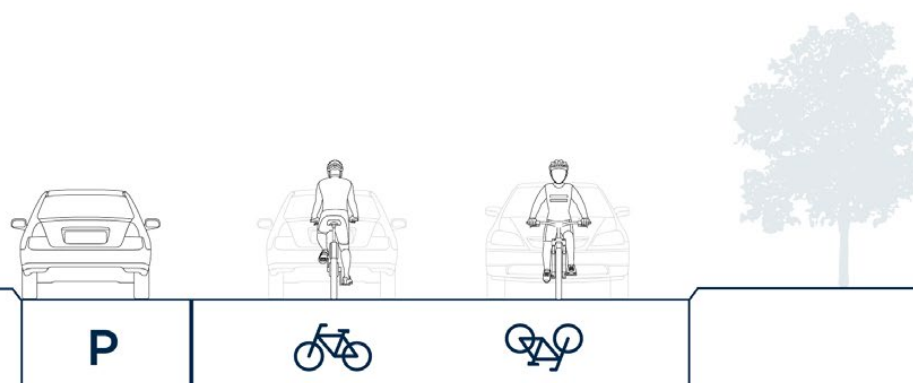


Figure 12:
Mixed traffic
streets.






Be
sun safe
Drink
plenty of
water
Share
and take
turns
Be kind
and
friendly
Care for
the play area
Have fun
CITY OF PARAMATTA



Network delivery

Priorities

Routes proposed in Bike Plan 2024 will be delivered in stages when funding or opportunities become available. Regional routes are prioritised based on alignment with NSW Government priorities, policy alignment, network value, potential ridership as well as corridor availability.

Local routes that are prioritised largely based on funding availability, ability to service local schools and centres with a known dense local catchment, and alignment with other Council programs and plans. Council funding is prioritised based on the endorsed Development Contributions Plan that groups networks within areas of the LGA (see Table 1 below).

Please refer to Council's Cycling Homepage for up to date information on the network delivery and individual projects: www.cityofparramatta.nsw.gov.au/cycling

Table 1: Priorities within the Outside CBD City of Parramatta Contributions Plan Amendment 1 (May 2023)

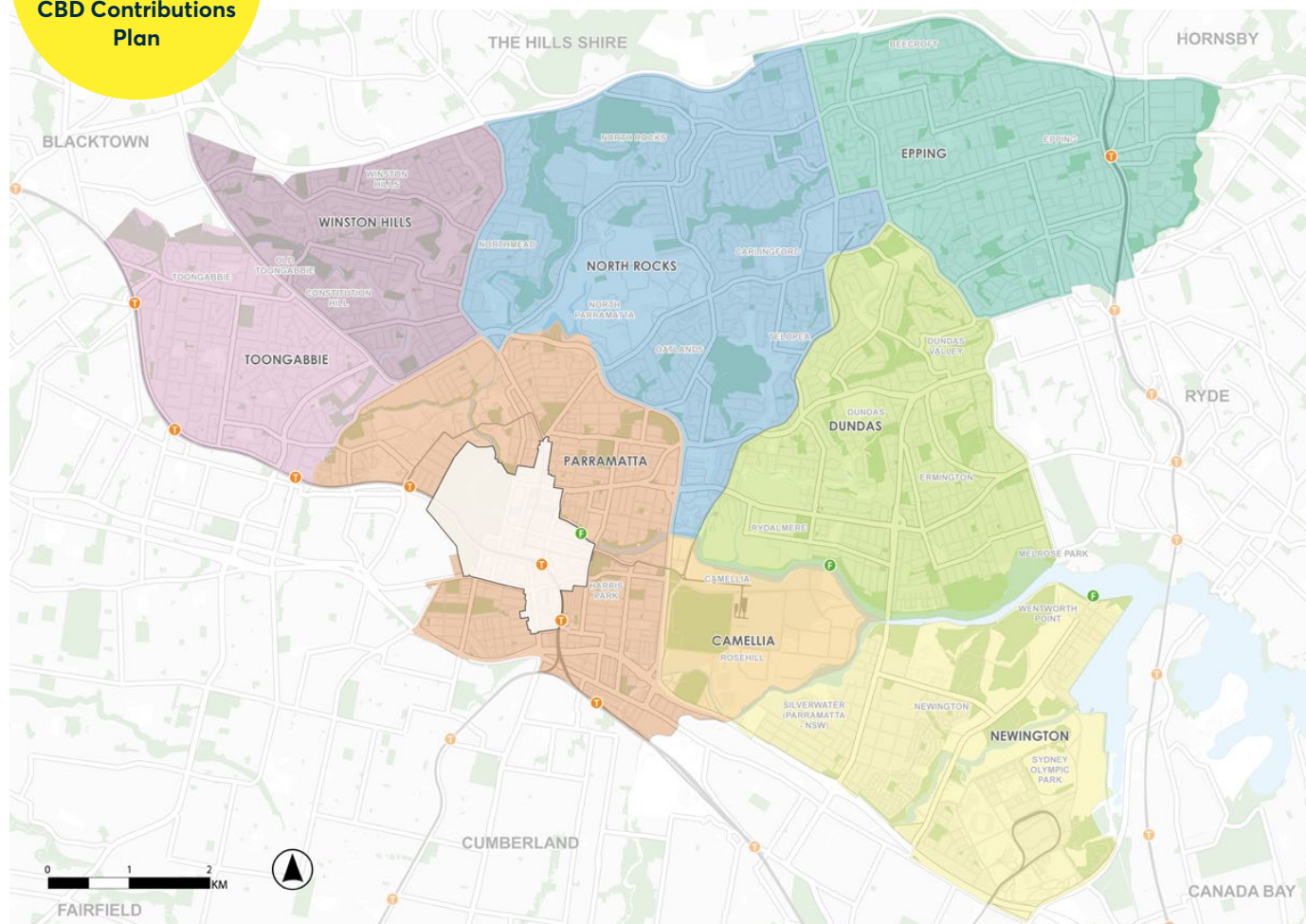
Priority	Network
0–5 years	Epping Local & Regional Networks
0–10 years	Parramatta Local & Regional Networks
0–10 years	Dundas Local & Regional Networks
0–10 years	Newington Local & Regional Networks
10–20 years	North Rocks Local & Regional Networks
10–20 years	Winston Hills Local & Regional Networks
10–20 years	Toongabbie Local & Regional Networks
10–20 years	Camellia Local & Regional Networks

Table 2: Priorities within the CBD Contributions Plan (October 2022)

Priority	Network
Short	Marsden Street Cycleway*
Short	George Street Cycleway
Short	Queens Wharf Reserve
Short	Under James Ruse Drive to 10–12 River Road West
Short	Western CBD Shared Paths
Short	Queens Road to George Street
Short	Church Street South West
Short	Parkes Street North
Medium	Church Street South East

*N.B. Council identified on 11 June 2024 the O'Connell Street corridor to replace Marsden Street for development of a north-south regional cycleway through the Parramatta CBD. The CBD Contributions Plan will require updating to reflect this change.

Figure 13:
Network areas
within the Outside
CBD Contributions
Plan



Legend

□ CBD contribution plan

Local and Regional Network Areas (Outside CBD)

- Camellia
- Dundas
- Epping
- Newington
- North Rocks
- Parramatta
- Toongabbie
- Winston Hills

Funding

Costs and benefits

The proposed future network consists of 337km, of upgraded or proposed bicycle infrastructure (shared path, separated, painted lines). The price per linear kilometre for the different typologies varies greatly between typologies and along routes themselves as elements such as traffic lights, bridge structures and drainage adjustments have significant cost impacts.

There are a number of current and potential funding options available for the construction of bicycle infrastructure. Many of the bicycle infrastructure options contained in this Bike Plan are unlikely to be financed by local government alone, and substantial portions of the network, particularly along regional routes that include physical separation from general traffic will need complementary State and/or Federal Government funding.

The Contributions Plan outside of the CBD anticipates Council will contribute 50% of the cost of local networks and 10% to regional connections. A full breakdown between each network, the nexus to development and timelines for delivery are available within the Contributions Plans.

NSW Government funding programs

The Get NSW Active funding program is designed by TfNSW to provide local Councils with the opportunity to improve and create safe, easy and enjoyable walking and cycling trips. It is intended that by doing so, it will help alleviate pressures on the road network and improve the lives and health of the surrounding communities. The program is refreshed each year, with successful applications detailed on the website.

Get NSW Active's strategic objectives are aimed at:

- ▶ improving bike riding to and within centres, neighbourhoods and key destinations
- ▶ enabling vibrant centres and liveable neighbourhoods through the creation of street environments that prioritise walking and cycling.
- ▶ Transport for NSW under this grants program, encourages councils to plan ahead, develop a program of works and consider different funding options for proposed projects.

Projects that make changes to the public domain involve careful consideration of budget as well as trade-offs between different users and elements. These all need to be carefully considered during the design process that follows on from a Bike Plan being endorsed. Feedback from the community and their representatives the Councillors, is critical for a successful project. Once a design has been prepared for the community to provide feedback, prior to public exhibition Councillors are consulted and Council endorsement sought. Community feedback is sought during exhibition (for a minimum of 28 days under the Roads Act 1993 for any on-street projects), and this is reported back to Councillors, Council and Parramatta Traffic Committee for their consideration and decision.

Future networks

The following maps detail our proposed future bicycle network and how the proposed network differs depending on the type of infrastructure proposed. The typologies vary from riding in mixed, lower-speed traffic, to fully separated paths and lanes.

The following maps are provided:

- ▶ **Figure 14: Future Parramatta Bicycle Network (Overview)**
- ▶ **Figure 15: Future Parramatta Bicycle Network (Central)**
- ▶ **Figure 16: Future Parramatta Bicycle Network (Northeast)**
- ▶ **Figure 17: Future Parramatta Bicycle Network (Northwest)**
- ▶ **Figure 18: Future Parramatta Bicycle Network (Southeast)**

Figure 14:
Future Parramatta
Bicycle Network
overview



Scan the QR code
to view current
cycling route map
that includes all
projects underway or
delivered to date.

Legend

- Separated cycleway
- Shared path
- Painted cycleway
- Mixed traffic
- Regional route
- - Cycleway in adjoining LGA

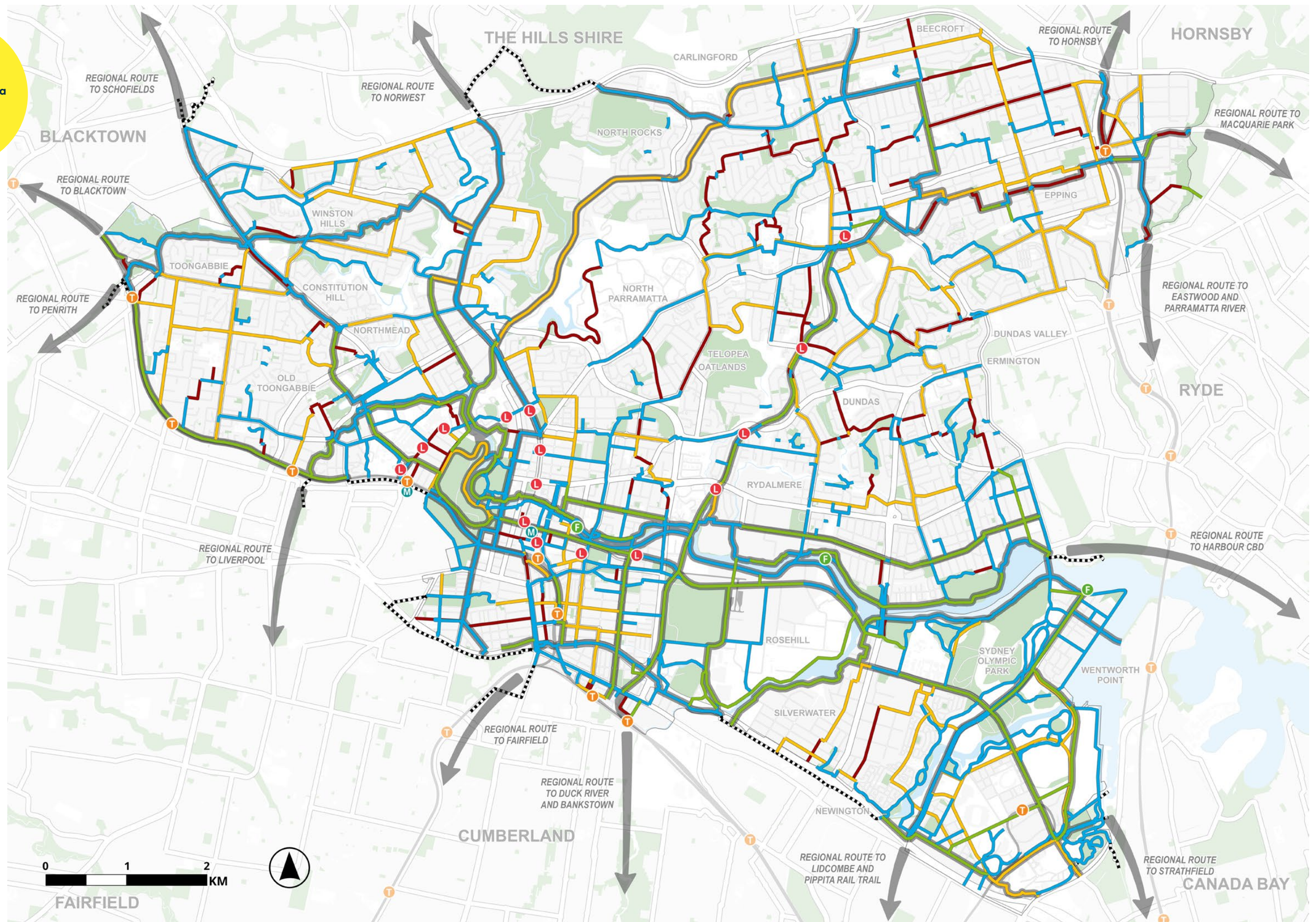


Figure 15:
Future Parramatta
Bicycle Network
(Central)



Scan the QR code to view current cycling route map that includes all projects underway or delivered to date.

- Legend**
- Separated cycleway
 - Shared path
 - Painted cycleway
 - Mixed traffic
 - Regional route
 - Cycleway in adjoining LGA

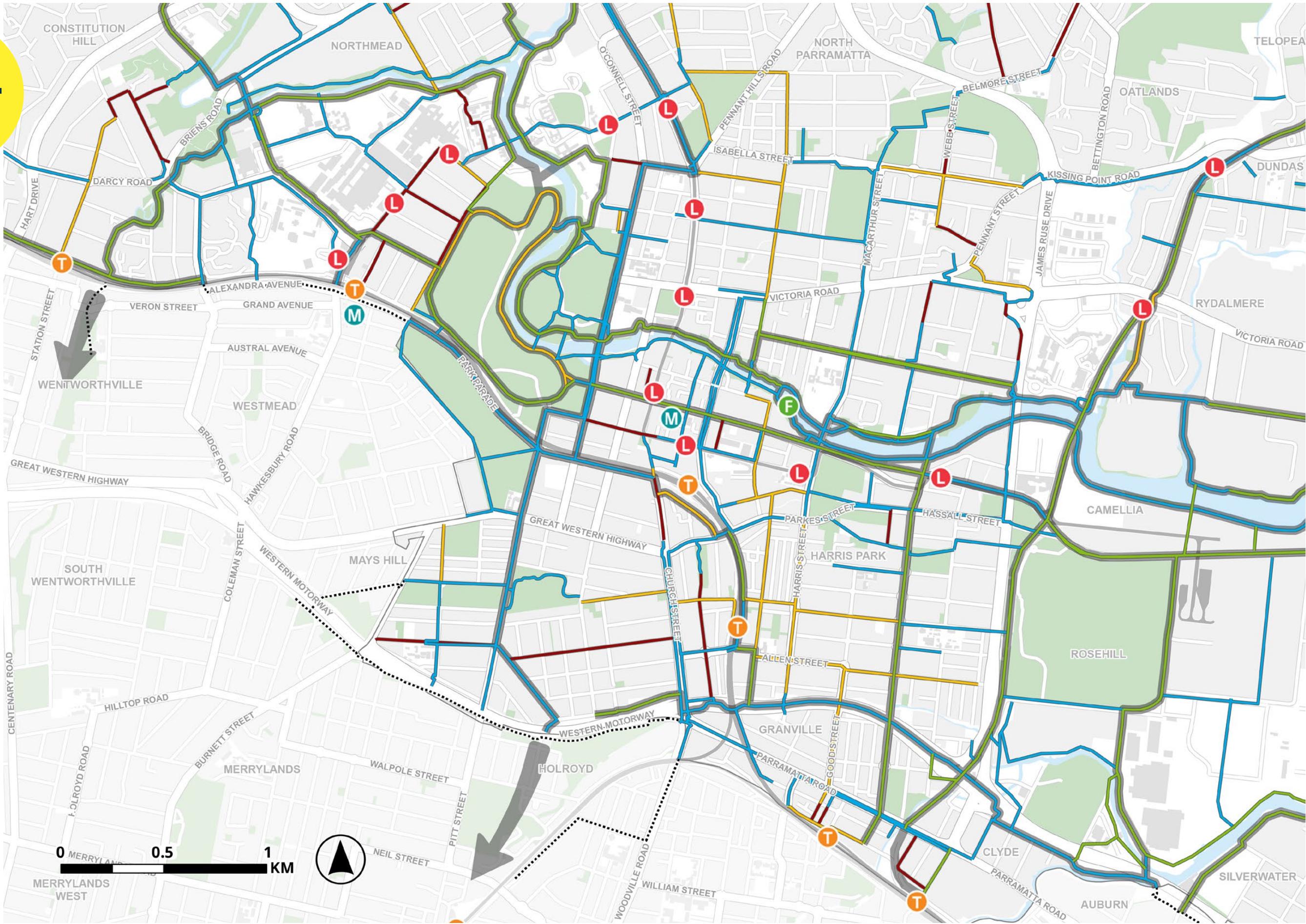


Figure 16:
Future Parramatta
Bicycle Network
(Northeast)



Scan the QR code
to view current
cycling route map
that includes all
projects underway or
delivered to date.

Legend

- Separated cycleway
- Shared path
- Painted cycleway
- Mixed traffic
- Regional route
- - Cycleway in adjoining LGA



Figure 17:
Future Parramatta
Bicycle Network
(Northwest)



Scan the QR code
to view current
cycling route map
that includes all
projects underway or
delivered to date.

Legend

- Separated cycleway
- Shared path
- Painted cycleway
- Mixed traffic
- Regional route
- - Cycleway in adjoining LGA

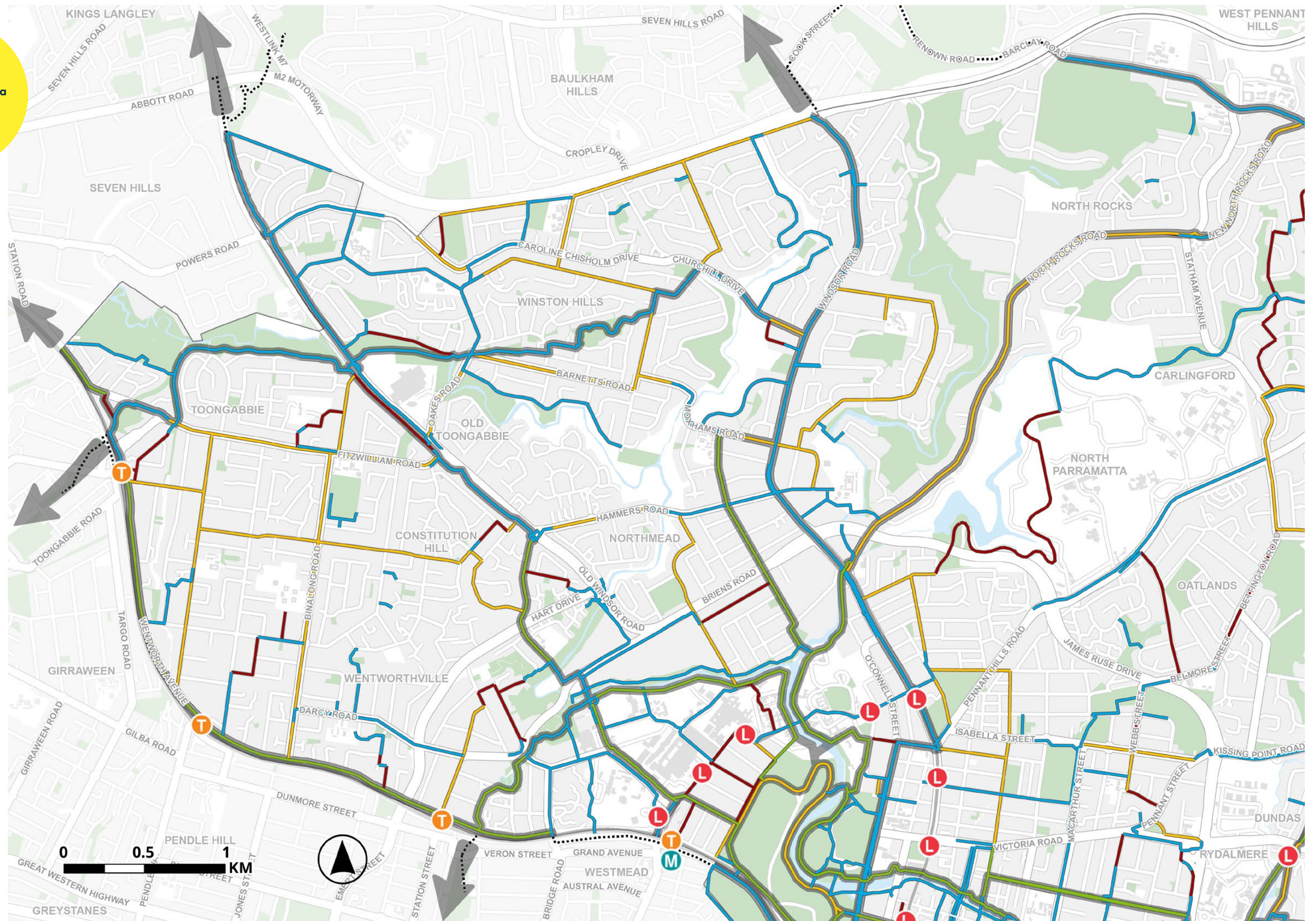
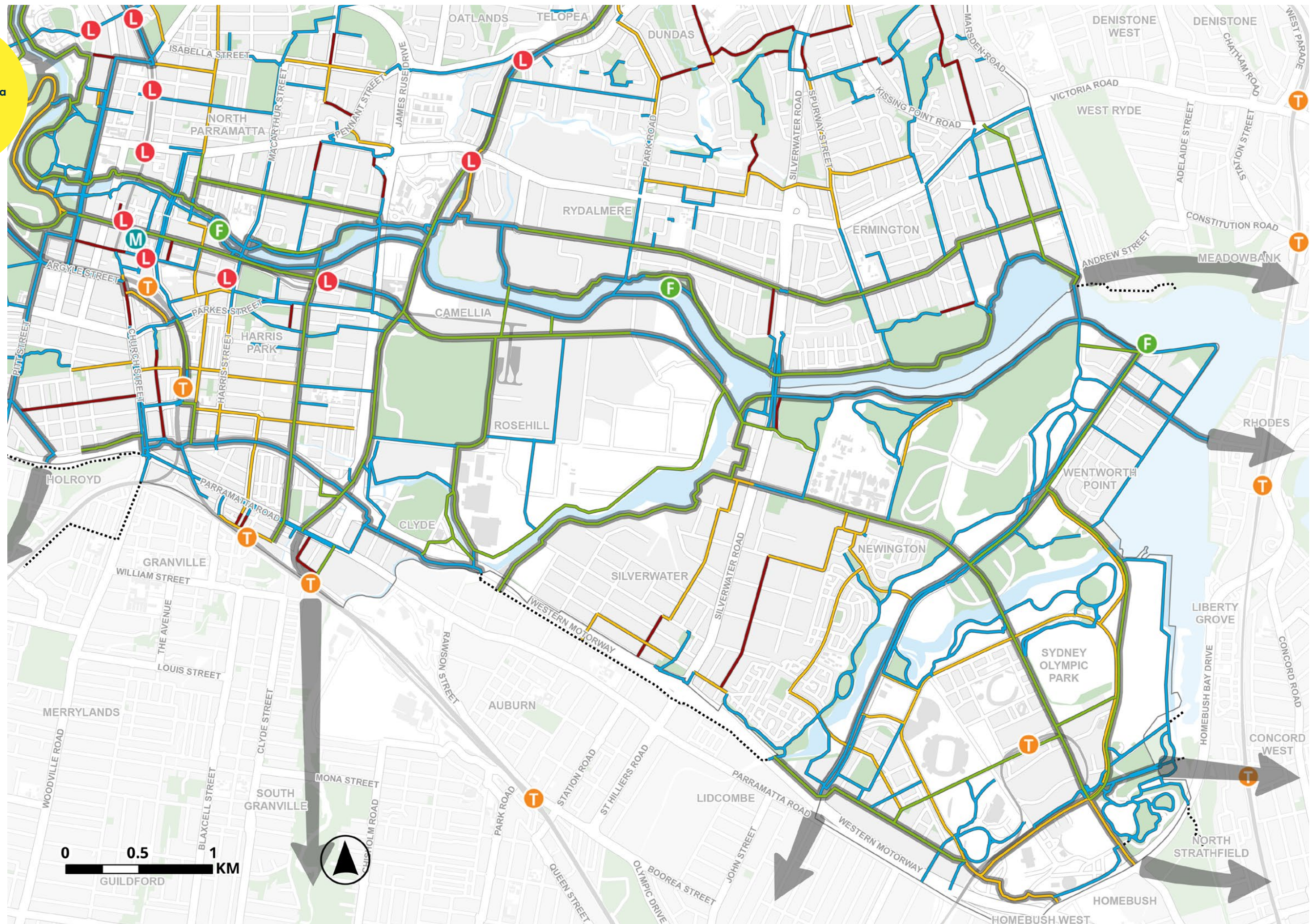


Figure 18:
Future Parramatta
Bicycle Network
(Southeast)



Scan the QR code
to view current
cycling route map
that includes all
projects underway or
delivered to date.

- Legend**
- Separated cycleway
 - Shared path
 - Painted cycleway
 - Mixed traffic
 - Regional route
 - Cycleway in adjoining LGA



📞 For non-English speakers, phone interpretation services are available via TIS National on 131 450.

KOREAN

본 소식지와 관련해 통역 지원이 필요하신 경우, TIS (131 450)에 전화하여 Parramatta Customer Service (9806 5050)를 연결해 달라고 요청하시면 됩니다. 업무시간은 월요일에서 금요일, 오전 8시 30분부터 오후 5시까지입니다.

CHINESE

如果你需要翻译协助阅读这份新闻简报, 请联系 TIS, 电话131 450, 要求他们代表你接通巴拉玛打市议会顾客服务处, 电话 9806 5050。顾客服务处的工作时间是每星期一至星期五, 上午8:30至下午5:00。

ARABIC

إذا كنت بحاجة للمساعدة في ترجمة هذه النشرة, اتصل بـ TIS على الرقم 131 450 واطلب منهم الاتصال نيابة عنك بخدمة زبائن باراماتا على الرقم 9806 5050 من الإثنين إلى الجمعة بين الساعة 8:30 صباحاً و 5:00 مساءً.

HINDI

यदि आपको यह सूचना-पत्र समझने में सहायता चाहिए तो कृपया TIS को 131 450 पर फ़ोन करें और उनसे कहें कि आपकी तरफ़ से पैरामाटा कस्टमर सर्विस को 9806 5050 पर फ़ोन करें। यह सेवा सोमवार से शुक्रवार, सुबह 8.30 बजे से शाम 5.00 तक उपलब्ध है।

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Parramatta Bike Plan 2024



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