

ID	Comment	Response
Email 1	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. I love cycling to work but not in the ambulance, although both end up going to the same destination. Thank you for improving our cycleway.	Support noted.
Email 2	I am writing to you as a concerned citizen who walks and rides a bike often through the Parramatta CBD. 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. 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 a them. 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. We're in a time of extreme climate crisis. We need to be doing everything we can to get people to use less emissions That includes via electric vehicles. 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. Please have a rethink and build these separated active transport paths. Share paths do not work. 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. Cars should be treated as guests within the Parramatta CBD, cyclists and pedestrians should be given priority. 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.	The Bike Plan identified future separated bike paths along George and Marsden Street, the latter of which is the priority and in detail design. The decision to ban bikes on the Light Rail alignment was a decision by TfNSW.
Email 3	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.	Support noted. Email address visibility was resolved during exhibition.
Email 4	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. Many a time a cyclist has swooped past me on footpaths, and, on the t-way at Constitution Hill after alighting from a bus.	Council encourages cyclists to ring their bell on approach to pedestrians, but any legislation would be at the discretion of the NSW Government.
Email 5	On the question of centrelines I have been giving this a bit more thought – perhaps all that is needed is centrelines on the blind corners in underpasses such as where the path runs under Marsden St, Church St and James Ruse Drive? (example in the other video attached)	Centrelines have recently been installed at all those locations.
Email 6	Bike paths are a waste of rate payers money I have been waiting for the right time to share a little survey that our local residents have done	Objection noted.
Email 7	1. The refresh is timely and importantly recognises the wide array of cycling types, people, preferences etc. We are a broad church. 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. 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. 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 Governments to regulate the importation of sub-standard e-bikes and producer responsibility for their end-of-life impacts. 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.	Support noted. The Bike Plan is a future strategy and is not the best location to list current infrastructure projects in development. This will be provided at the Cycling homepage. The Bike Plan addresses ebikes adequately. Should circumstances changed drastically, a future refresh of the Bike Plan in 5-10 years could form a stronger view. Council offers electronic currently offers recycling of batteries, and regulation on e-bike imports is well beyond the scope of the Bike Plan. The Policy section of the Bike Plan includes the following: 3.7 Support new riders through subsidised rental
Email 8	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. Many a time a cyclist has swooped past me on footpaths, and, on the t-way at Constitution Hill after alighting from a bus.	Behaviour on the path will be elevated to the priority program in the Bike Plan, providers have been engaged recently to increase the frequency of talking to users.
Email 9	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.	Noted, email issue resolved during exhibition.
Email 10	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. I love cycling to work but not in the ambulance, although both end up going to the same destination. Thank you for improving our cycleway.	Noted

	<p>RE: BIKE PLAN REFRESH – Consultation August 2023. OBJECTION - to Bike Plan as Exhibited. SUBMISSION - to Environmental Sustainability Strategy We reject the current Plan as exhibited that fails in these important and basic areas. The Bike Plan does not cross-reference its detail obligations to NSW Policies or Regulations on Threatened Species and Heritage. A. Plan ignores reference or framework to Natural Areas, Cultural or Environmental Heritage. a. Incredibly the “Refresh Plan” does not appear to make any detail or mention of the terms “natural environment”, “natural habitats” or “wildlife corridors” which the Council is aware of. b. Many areas of the Plan (that we can focus on around Toongabbie Creek) have ignored substantial existing ecological values that must inform the routes with least-possible impact. B. Plan ignores aboriginal people or their heritage as custodians with connections to country. a. Despite the platitudes such as “we seek to reflect and embrace the rich culture and heritage of the Dharug people, and their deep connection to the River, in strategic directions regarding the future of Parramatta.” the Plan does not demonstrate this. b. There is no detail or mention of aboriginal liaison, or targeted cultural heritage surveys that have actually informed the plan. What is the dialogue engagement, more than asking for submissions. C. Plan ignores inter-generational equity. a. This is becoming a big issue - since the inter-generational report just released. The issue here is that the bike plan must consider future issues - this would include the impact of irreversible (negative) change on the natural and cultural environment, and the impact on future use and pressures from further development. Although a cycleway could be seen as benefitting future generations, this should not be at the expense of the natural environment and cultural heritage. Otherwise you are trading one thing for another. b. As well, use will probably increase (with increased pressure on natural areas) as a result of future population/housing growth and development. The plan mentions "...improve and create safe, easy and enjoyable walking and cycling trips." – THIS enjoyment objective must also include observing and enhancing wildlife habitat and cultural values. This Objection focuses on the Key Regional-Route proposed through Winston Hills - Toongabbie and North Parramatta Heritage Riparian Precinct due to the vague and unclear details of the plan. We submit the following Attachments as suggested Amendments and seek positive involvement and engagement with the Cycleway Taskforce to design detailed routes. The attached Pages cover these focus areas that need modification to demonstrate Cycleway Design policy features we request, to:</p> <ul style="list-style-type: none"> •Exclude Route construction from all Remnant Tree TPZ (tree protection zones). •Retain Tree Clusters intact and not subject to civil-work encroachment. •Demonstrate minimum impact and maximum benefit of Route, least ‘on-road’. •Enhance the Setting and Interpretation through Suburban Cultural Plan Investment. •Include natural swales and enable more Bushcare Planting and Engagement. •Embed innovation (e.g. permeable paving) and Artworks at Nodes & Intersections. 	
<p>Winston Hills and Toongabbie Bushcare / The Friends of Toongabbie Creek</p>	<p>THE SITES OUR SUBMISSION GIVE FOCUS TO:</p> <ul style="list-style-type: none"> ☒ CABER PARK, Winston Hills ☒ Key Issues - locate New Path outside of Woodland Core (Endangered Ecological Community) ☒ Align with Transmission easement, Include Cultural-Plan investment, Bushcare ☒ BARNETT – LOMOND – DUNDEE PARK, Winston Hills ☒ Key Issues - locate New Path with least on-road, align Transmission Easement ☒ Include Cultural-Plan investment, Peach Avenue, Bushcare ☒ OAKES RESERVE, Winston Hills and Old Toongabbie ☒ State Heritage Site to prioritise, distinct ‘natural earth track (Great West Walk GGW) ☒ Key Issues – locate New Bridge Crossing & Path aligned with Transmission Easement ☒ Include Archaeological Research, Active and productive Interpretation, with Bushcare ☒ SUE SAVAGE RESERVE, Chanel St Cycleway, Old Toongabbie ☒ Existing Path Precedent, successfully established Cycleway distinct from earth track (GWW) ☒ Include priority Landcare strategy, Climate-responsive Shade planting as “Golden Mile” ☒ GIRRAWEE CRK CHANNEL, Old Toongabbie ☒ Key Issues – locate New Crossing as twin-bridge ‘arc’ linking 4 sides of channels ☒ Include Cultural-Plan investment and Landscape Enrichment as “Golden Triangle’ Landcare ☒ McCOY BASIN PARK, Old Toongabbie ☒ Key Issue – locate New Path on Levee Ridgeline, excluding all remnant Trees (EEC) ☒ Include existing Swales, for ecological value-adding Bushcare and Cultural-plan Artwork ☒ Also HARRIS St BRIDGE, Toongabbie Creek, Westmead-North Wentworthville ☒ Key Issue – location and design of bridge without impact on Sydney Bluegum, Powerful Owl ☒ WISTARIA GARDENS / RIVER CONFLUENCE PRECINCT, North Parramatta ☒ Key Issues – Separate Path Hierarchy to distinct GGW (Govt Phillip Track) from Regional Path ☒ Cumberland East Campus State & National Heritage Cultural-Plan Landscape detailing. <p>APPENDIX – ATTACHMENTS Pages 1 - 9</p>	<p>The overarching response to these concerns is that routes identified on the Bike Plan are depicted in general terms only. They are meant to be a representation of a connection between two locations and an indication of likely route. Most of the question raised would be responded to in detail once the projects proceed to feasibility investigation and design.</p> <p>It is standard practice to identify general objectives in plans and then develop projects from feasibility studies, through to concept and then detailed design. Possible impacts are identified, avoided and mitigated through the progress of investigation and design. Scrutiny given to impacts is increased as designs progress and more detail is known. Accordingly, it is not possible or desirable to address all possible impacts during the Bike Plan which is a high level planning policy. The community groups’ calls for specific investigations and location of paths with reference to environmental, heritage and archaeological concerns cannot be feasibly considered at this stage but as described above will be part of the design process moving forward.</p> <p>Although detailed impacts are considered later in the design process, Council applied a high-level view of possible impacts in preparation of the plan. All proposals in natural areas were reviewed by Council’s Natural Resources team and followed up with a day of site visits to understand potential impacts. There were also 10-15 other links that were proposed by the team and other stakeholders that were excluded from the exhibition draft of the plan. In these cases, the expected impacts to ecology were considered too high, and the link was dropped despite the connectivity benefit they would have provided.</p> <p>The notes provided in the submission have been shared with the Natural Resources and design teams, and will be taken into account in any future feasibility or detail design work.</p>
<p>Western Sydney Local Health District (email 12)</p>	<p>See Council report for letter</p>	<p>Support noted. Council looks forward to collaborating with WSLHD and the Centre for Population Health on future programs and plans. Council actively looks for ways to work with Dharug knowledge holders and local Aboriginal communities to further our vision to co-create a city that is liveable, productive, and sustainable for all members of our diverse community. Our First Nations Strategy encompasses a comprehensive set of actions across the five key pillars of Social Justice, Cultural Leadership, Social Cohesion, Celebration and Accountability. As an action from the First Nations Strategy, Council is piloting a Dharug-led Design & Planning Panel (the Panel) in 2024 in partnership with Blacktown City Council to streamline the engagement process with the local Aboriginal community and knowledge holders. The Panel will contribute to the development and assessment of planning and design, projects programs, and policies; ensuring the appropriate inclusion and/or application of cultural knowledge. Council will collaborate with the Panel to develop a practical, Parramatta-specific Framework that outlines the principles, protocols, guidelines, and applied working processes required for Council to undertake effective and respectful works on Dharug Country in partnership with the Dharug people. The Framework and the Panel will be in alignment with the GANSW Connecting with Country Framework and support the aspirations of Council’s First Nations Strategy.</p>

<p>The Walking Volunteers</p>	<p>We have only just discovered this plan and we commend Council on the work that it has carried out in the past to make Parramatta River a pleasant active transport link. However we have a few issues with refresh plan</p> <p>Charles Street Weir to Buttons Bridge This plan proposes to change the existing shared path along the northern and eastern side of the river from Charles Street Weir to Button Bridge from a shared path to a separated path. According to page 30 of the Plan this means that the existing shared path would be replaced by two separate paths – one for cyclists (3-4 metres) and another path for walkers (2-3 metres). While we strongly support separate paths for walkers and cyclists where the traffic volumes are high, this would require another tunnel to be excavated under Lennox Bridge or introduce a dangerous choke point for cyclists and walkers at the existing tunnel under Lennox Bridge.</p> <p>Wistaria Gardens to Redbank Road Bridge The plan also proposes separated paths along the western side of the river from Wistaria Gardens to Redbank Road Bridge. A nature trail along this route - Governor Philip Walk – was opened by the Premier in 2012 as part of the Great West Walk from Parramatta to Katoomba. It runs along a very narrow embankment between Cumberland Psychiatric Hospital and the river to avoid any disturbance of hospital patients. It would be almost impossible to construct separated paths (even tiered) on this narrow embankment without disconcerting hospital patients. It should be left as a nature trail for walkers.</p> <p>Girraween Creek Crossing & McCoys Park The shared footbridge over Girraween Creek is long overdue and we suggest that the shared path run along the top of the retention basin wall and then wind between the groves of trees and between the car park and the houses.</p> <p>Palestine Park The proposed bridge across Toongabbie Creek and through Palestine Park must be carefully routed to ensure that it does not cross any sites that could be used for future archaeological digs.</p> <p>Newington Nature Reserve The shared path along the river from Silverwater Bridge to the Armory Wharf desperately need separated paths. On a weekend it is an absolute scrimmage. We strongly suggest a separate gravel pedestrian path winding through the shade of the casuarinas planted along this path leaving the cyclists to the existing concrete path.</p> <p>We commend Council on the amount of work and detail in the plan and look forward to seeing Council issue a Walk Plan for the City of Parramatta.</p>	<p>Charles Street Weir to Buttons Bridge Separated paths are proposed where space allows and numbers require. Additional tunnels at Lennox Bridge are not supported.</p> <p>Wistaria Gardens to Redbank Road Bridge The future separated paths align with the future vision of Westmead once the Cumberland Hospital is relocated. The paths are planned for top of bank and complimentary to any natural path within the riparian corridor.</p> <p>Girraween Creek Crossing & McCoys Park Noted, should the project proceed, the exact location will be defined in concept and detail design.</p> <p>Palestine Park Noted</p> <p>Newington Nature Reserve This feedback will be passed onto Sydney Olympic Park Authority (SOPA) for their consideration.</p>
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