A child riding a bicycle on a street

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Engagement outcomes report

**Making cycling easier – Developing a cycling strategy**

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Appendices

App A – comments received in survey responses on Your Say Inner West

App B – Issues raised at community session held on 31 March 2022

# 1 Summary

This engagement sought community input to inform preparation of the Inner West Cycling Strategy and the associated Action Plan. The engagement was carried out between Monday 14 March and Monday 11 April 2022.

The community and key stakeholders such as the Local Democracy Groups were asked to provide feedback on the proposed cycling priorities and what’s needed to make bike riding safer in the Inner West.

Input was received in the following ways:

1. Online via a community survey on Your Say Inner West - 427 responses
2. Online via interactive map on Your Say Inner West - 650 comments
3. Online via an information session -25 attendees
4. Emails received from community members and local advocacy groups - 18
5. Personal conversations with wheelchair users
6. Submissions from Local Democracy Groups

The engagement program was promoted by:

* Postcard distribution throughout the Inner West and surrounding areas
* Prize incentive to encourage participation - 15 x $150 cash cards
* Poster displays throughout the Inner West
* Direct email to people who’ve contacted council about cycling
* Social media
* Your Say Inner West March e-news
* Email to Local Democracy Groups

Translation and Interpretation (TIS) and Voice Relay Services were available and promoted.

The input received will inform the draft Cycling Strategy which is expected to be reported to council for public exhibition later in 2022.

# 2 Background

The draft Inner West Cycling Strategy and an associated Action Plan will provide direction for the planning and delivery of a safer bike network in the Inner West. With a growing bike network throughout metropolitan Sydney, more people are riding a bike and asking for the delivery of a safer bike network in the Inner West.

Work to develop the draft Cycling Strategy will build on the Marrickville Council Bicycle Strategy (1997), the Leichhardt Bike Plan (2014) and the Ashfield Council cycling map as well as the Strategic Cycleway Corridors announced by the NSW Government in April 2022.

The NSW Government and Councils throughout Sydney are making changes to support more cycling and staff have been working with the Inner West Bicycle Working Group, State Government agencies and other councils to inform the draft Strategy. The community input received from this engagement will further inform the draft Strategy.

# 3Engagement methods

Feedback was received in the following ways:

1. Responses received via survey on Your Say Inner West
2. Responses received via mapping tool on Your Say Inner West
3. Participation in an online community session held on 31 March 2022
4. Conversations with people use wheelchairs
5. Emails received by project staff
6. Input received from Local Democracy Groups

|  |  |
| --- | --- |
| Your Say Inner West – Summary | |
| Total visits to the project page | 1,400 |
| Number of individual visitors to project page (aware) | 803 |
| Number of visitors who clicked on a document, video, or other information (informed) | 434 |
| Number of people who provided comments (engaged) | 325 |
| Number of pins placed on the map | 650 |

# 4 Promotion

The engagement program was promoted by the following methods:

* Price draw of $150.00 for 15 people who complete the survey
* Postcard distribution throughout the Inner West and surrounding areas
* Poster displays throughout the Inner West
* Direct email to people who’ve contacted council about cycling
* Social media notifications
* Your Say Inner West March e-news
* Notification to Local Democracy Groups

# 5 Engagement outcomes

Input was received via the following methods and discussion of feedback received via each method is further discussed below:

1. Survey responses on Your Say Inner West
2. Locations marked on Inner West Council map where people want action for safer cycling
3. Online community session held on 31 March
4. Conversations with people who rely on wheelchair
5. Direct emails received by project staff
6. Input from Local Democracy Groups

**1.** **Survey responses on Your Say Inner West**

**Who we heard from:**

The survey allowed open comments and 427 responses were received. As reflected in the graphs below participation included people aged between 25 and 73, mainly men, and living in suburbs throughout the Inner West. Eighty percent of respondents are currently riding a bike at least once a month, 16 percent don’t currently ride a bike but would like to, and 4 precent have no interest in cycling.

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**Age distribution of survey participants**

Chart, pie chart

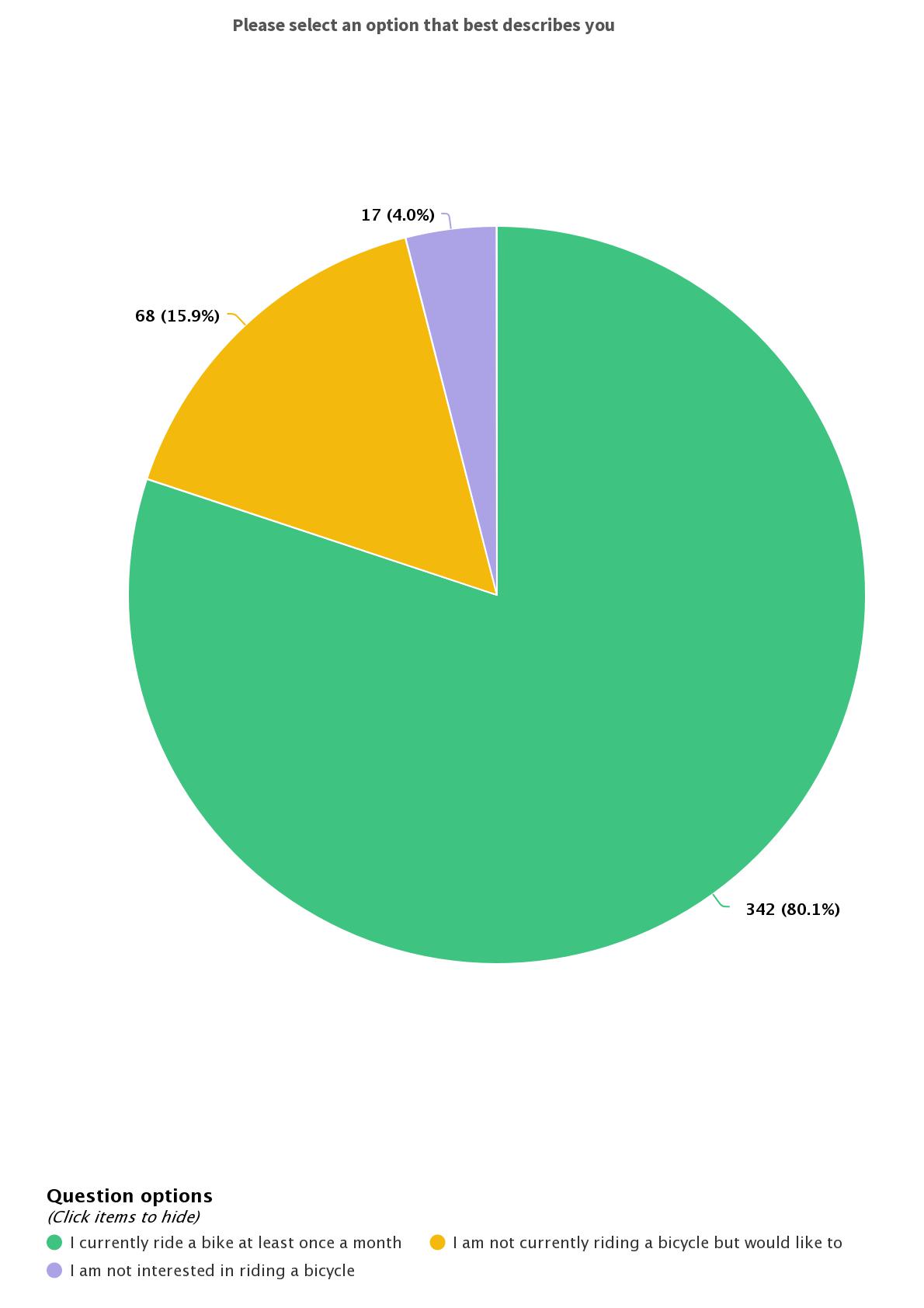
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**Gender distribution of survey participants**

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**Geographic distribution of survey participants**

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**Survey respondents participation in cycling**

**What we heard - question about priorities**

The survey provided five strategic cycling priorities proposed to be included in Cycling Strategy and participants were asked to provide comments on whether the priorities could be improved, or whether anything is missing.

Three hundred and twenty six (326) responses were received and the following themes can be identified:

1. Deliver pedestrian and traffic-separated cycleways that are connected
2. Encourage reduced car use and safer driving speeds
3. Provide driver education about sharing the road with bike riders
4. Carry out ongoing road maintenance so roads can be used by bike riders
5. Address problems on existing bike paths
6. Provide more bike parking

**What we heard - question about actions**

The strategic priorities will be underpinned by actions which council can take to achieve the priorities. Survey participants were asked about actions they’d like Council take to take to achieve the priorities.

Over 340 responses were received.

The following themes were identified in the comments received.

1. Provide a safe continuous network of bike routes
2. Disincentivise car driving and car use
3. Provide better designed cycling infrastructure, including one-way bike lanes on each side of the road
4. Implement safer driving speeds
5. Provide driver education about sharing the road with bike riders
6. Conduct road maintenance so roads are safe for use by riders
7. Provide other cycling facilities such as urban riding skills, wayfinding signs, bike parking and cycling maps

**What we heard - question to those who don’t currently ride a bike but want to**

People who don’t currently ride a bike but want to were asked “What are the main factors that currently discourage you from riding a bike? 67 responses were received and majority identify fears about cycling in traffic and poor cycling infrastructure as the main factors which discourage them riding a bike. A small sample of comments is below:

* “Worried about getting hit by a car or by a car door opening, streets are narrow, busy, don't feel safe to ride on the road, not enough bike lanes”
* “I am scared of riding on the road — I don’t want to interfere with traffic, and I don’t want to get hurt”
* “I am not a confident enough cyclist to feel comfortable sharing the road with cars”
* “Too dangerous on the roads I do not feel safe”

These 67 respondents were asked “What could Inner West Council do to help you ride a bike?“ and safer bike lanes were consistently identified as a high priority. Other issues mentioned include lower speed limits, more bike parking and better overall streetscaping with trees, shade and planting.

**What we heard - question to those not interested in cycling**

To be as inclusive as possible the survey asked people who are not interested in cycling to provide comments about what they want Council to consider when drafting the Cycling Strategy?” Sixteen responses were received with the following themes:

* The Strategy should consider any muscle-powered wheeled device, especially wheelchairs
* Pedestrians need to be able use footpaths without having to be on guard for bike riders
* Shared paths are not suitable as cycling infrastructure
* Safety for everyone is important

All survey participants were asked to nominate locations where they would like to see safer cycling infrastructure installed and this is discussed below.

1. **Locations where people want action for safer cycling**

The community was invited to make comments on a map of the Inner West as well as nominate locations where they would like to see safer cycling links delivered. 650 comments were entered on the online map and 395 responses were received to the invitation to nominate specific locations.

The map below aggregates the 650 comments into localities and the list below shows commonly mentioned locations.

Map

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|  |
| --- |
| Commonly mentioned locations |
| Parramatta Road |
| Ashfield, including Elizabeth Street, Frederick Street and around Ashfield Mall |
| Newtown and Enmore, including links to the City of Sydney bike network |
| Connecting the Carrington Road cycleway, such as with Victoria Road and Enmore Road |
| North-south and east-west links in Marrickville including Addison Road, Marrickville Road and Wardell Road, and around Marrickville Metro |
| Balmain and Rozelle including Darling Street, Mullens Street and Balmain Road |
| Various locations along the Inner West rail line including Grosvenor Crescent Summer Hill, Railway Terrace Lewisham and Elizabeth Street Ashfield |
| Victoria Road Rozelle |
| Links to the Greenway including Parramatta Road and Longport Street |
| Links along and across New Canterbury Road and Old Canterbury Road |
| Leichhardt including Norton Street and Marion Street |
| Links around St Peters and Tempe including connections with the Campbell Street cycleway |

In addition to specific locations, a range of issues were mentioned on the Inner West map as important for improved cycling safety. Key issues raised include:

* Traffic calming and increased visibility of bike riders at intersections
* Importance of lifts that accommodate cargo bikes
* The need for road re-sheeting on roads throughout the Inner West
* Positioning of painted logos on the road away from the ‘door zone’ and increased frequency of painted logos
* Need for a children’s learning facility in Callan Park
* Suggestions to reduce rat running and speeding such as traffic filtering and traffic calming

1. **Conversations with people who use wheelchairs**

A number of conversations were had with people who use wheelchairs to ensure the Inner West bike network provides the opportunity for increased mobility and participation.

Click-on motor assistance for wheelchairs, electric tricycles and electric mobility scooters are increasingly used by people with disabilities and older people and a connected bike network can be life-changing for people rely on these mobility devices.

In personal conversations with people who use wheelchairs, we heard the following comments:

* A bike lane is a means of getting around and it so much smoother than a footpath. For people living with chronic pain, going over bumps on footpaths every few minutes is painful
* “The cycleways (in the City of Sydney) make a huge difference to anything I do. Just because we’re in wheelchairs doesn’t mean we’re slow”
* “I wish I had a bit more freedom where I could go about my day and that’s what I feel about the bike tracks”
* “It’s easy to keep up momentum on a bike path - people don’t know what it’s like navigating footpaths with tree roots, so many people, terrible kerb cuts”

1. **Participation in the online community session**

On 31 March 2022 an online information and Q and A session was held at 6pm. 25 people participated in the session and 16 questions and comments were received. A summary of questions and themes from the session are outlined in Appendix B.

1. **Emails and phone calls received by project staff**

Project staff received eighteen (18) emails and phone calls including from the following advocacy groups:

* Climate Change Balmain-Rozelle
* Inner West Families for Climate Action
* The Friends of Iron Cove Creek
* Leichhardt Bicycle User Group
* Bicycle NSW

The submissions were comprehensive and raised a wide range of issues. The points below outline the quantity and range of issues raised and these will be considered in development of the draft Cycling Strategy

* Support business owners to use cargo bike to deliver products
* Provide off-footpath bike parking because moving big or heavy bikes over the kerb is hard
* Reduce speed limits to 30km/h on all local streets and major roads
* Install separated cycleways on State Roads
* When Shared Paths are necessary a minimum width of 3m should be provided
* Be strong about removing on-street parking. Car sharing and ride hailing now provide easy driving options.
* Prioritise pedestrians and cyclists at all intersections
* Provide funding for staff attendance of the Designing for Pedestrians and Bicycle Riders course
* Make it normal for councillors and staff to use bikes
* In the CSP, include KPIs for council operations to increase cycling
* Make active transport more appealing and reduce the heat island effect with more street landscaping
* Concerns about shared paths and cyclists with bad manners, riding at high speeds who don’t announce themselves by voice or bell
* Develop a comprehensive cycling map
* Identify designated routes with wayfinding signs

1. **Input received from Local Democracy Groups**

Input has been received from two Local Democracy Groups.

Bicycle Working Group

The Bicycle Working Group has been extensively involved in the development of the draft Cycling Strategy and this will continue. Engagement on the draft Cycling Strategy took place in meetings throughout 2020, 2021 and ongoing in 2022. The following points outline the meeting presentation and meeting minutes can be found on the Inner West Council website:

* March 2022 – summary provided about the strategic context of draft Strategy within the Community Strategic Plan (CSP), summary provided of the proposed document structure, discussion about possible actions in the draft Strategy, encouraged participation in the engagement carried out in March-April 2022
* October 2021 – discussion about different bike riders – ‘Who are we building for’, proposed document structure including examples from other councils, discussion about issues to consider with planning the mapped bike network, schedule outlined for engagement and development of the draft Strategy
* June 2021 – discussion about the opportunities for and implications of the Green Grid for cycling and the bike network
* February 2021 – discussion about what needs to be considered for cycling in the Contributions Plan which is part of the Inner West Local Environmental Plan (LEP)
* October 2020 – Discussion about the existing bike network and proposed links. Initial discussion about cycling priorities to be identified in the draft Strategy.

The Bicycle Working Group has repeatedly requested faster action on the delivery a safer cycling network as well as the importance of details when designing new infrastructure such as smooth driveways and continuous access across side streets on cycleways.

Environment Advisory Committee

A submission received from the Environment Advisory Committee outlines the community-wide benefits of more people riding a bike for transport and recommends the following for the draft Strategy:

* Ambitious – provide infrastructure catering for existing demand as well as future growth
* Attractive – appealing facilities helps more people ride, even people who currently think they don’t want to cycle
* Comprehensive - deliver comprehensive infrastructure so cycling becomes comparable to driving infrastructure
* Sensitive - provide people walking and cycling with separate space by creating safe bike links on the road, rather than the creation of shared paths
* Accessible – deliver infrastructure for people using mobility devices, tricycles, tandem bicycles, wheelchair bikes, handcycles and cargo bikes
* Integrated – include end of trip facilities and links with public transport
* Safe – for children, the elderly, and everyone in between
* Educational – encouraging walking or riding to school rather than be driven
* Connected - ensure new cycleways connect with the existing bike network
* Advocatory – champion best practice bike parking at transport hubs

# 6 Officer comments

The high number of comments received from throughout the Inner West reflect the importance of this issue to our community.

With the increase in cycling as a result of a growing cycleway network in metropolitan Sydney, the draft Inner West Cycling Strategy and the associated Action Plan will aim to expand the Inner West bike network as well as provide other important initiatives and facilities to support more people cycling as part of their everyday life.

It’s important that council has both the resources and jurisdiction to implement actions in the strategy. Suitable actions suggested by the community will be considered for inclusion.

Later in 2022 the draft Cycling Strategy will be reported to Council for public exhibition. Following public exhibition, the Action Plan will be developed and reported to Council along with the draft Strategy for adoption.

# 7 Appendix A

**Redacted verbatim responses received via yoursay.innerwest.nsw.gov.au**

The community was asked to select one option from three descriptions:

Please select an option that best describes you:

1. I currently ride a bike at least once a month
2. I am not currently riding a bike but would like to
3. I am not interested in riding a bike

**Part 1 – Responses from those who selected first option**

**Part 2 – Responses from people who selected second option**

**Part 3 – Responses from people who selected third option**-------------------------------------------------------------------

**Part 1**

**Responses from those who selected the option:**

**‘I am not currently riding a bicycle but would like to’**

| **What are the main factors that currently discourage you from riding a bike?** | |
| --- | --- |
| 1 | Lack of bike parking at stations, no connected separated bike paths and hills |
| 2 | I'm riding with young children, who are not 100% confident. Riding on footpaths is problematic due to driveways, hills etc, and the times I have tried the Bay Run I've been shouted at by other users when my kids fell off their bikes. |
| 3 | Agressive drivers on Sydney roads. If there were more bike paths, to places I visited (eg shops, the city, work) I would feel safer. |
| 4 | Road dangers - drivers who don’t like cyclists, weather, potholes, no bike lanes, speeding cars, narrow roads. |
| 5 | \* Lack of bike paths \* Lack of lighting along routes where I'd ride \* WestConnex construction is blocking my desired route \* Not enough shade in hot weather |
| 6 | Having to ride on the road in car lanes. I feel I’m too slow. |
| 7 | Lack of bike lanes |
| 8 | Worried about getting hit by a car or by a car door opening, streets are narrow, busy, don't feel safe to ride on the road, not enough bike lanes |
| 9 | To dangerous on the roads I do not feel safe. |
| 10 | Too dangerous. |
| 11 | the lack of bicycle pathways in many parts of sydney and it i find it a bit intimidating sharing having to share the road with cars |
| 12 | Cyclists that speed ride |
| 13 | Fear of being injured / killed on roads by motor vehicles. |
| 14 | No bike paths that connect to public transport hubs, unsafe on main roads, driver attitudes to bikes |
| 15 | Lack of bike paths in my area — I am quite worried about cycling on the road with traffic |
| 16 | not safe enough on the normal roads |
| 17 | Cycle tracks are poorly maintained, incomplete or non existent |
| 18 | Cars : drivers not knowing how to drive around cyclists Male Lyra clad cyclists with who think they are entitled to the right of way |
| 19 | Road safety, lack of connected cycling network, safe bike parking |
| 20 | No dedicated, separated, bike lane protected from car traffic and pedestrians. |
| 21 | Traffic. |
| 22 | The danger of riding on roads with cars as a casual cyclist. Someone who regularly rides a bike to commute is familiar and therefor safer riding in normal roads but for casual riders it can be very dangerous |
| 23 | I am scared of riding on the road — I don’t want to interfere with traffic, and I don’t want to get hurt. |
| 24 | Scared of high speed cars |
| 25 | I don’t feel safe riding my bike on roads Cars are too fast  Don’t want to share the road with cars |
| 26 | Connected bike lanes and nowhere to store on ground floor in old apartment block |
| 27 | Inadequate cycleways and routes that are separated from vehicles. and there is not even a proper safe cycle route to the city |
| 28 | Too much traffic makes it dangerous |
| 29 | Road safety |
| 30 | Unsafe environment. I used to live in Europe and rode everywhere on my bike. I'd love to do the same here but the lack of bike paths, busy roads and car exhaust makes me very hesitant here unfortunately. |
| 31 | Sydney roads are scary. I used to ride a lot in Melbourne, but have been discouraged by the Sydney roads. |
| 32 | Safety; access to separate bicycle paths; the attitudes of drivers in Sydney |
| 33 | How dangerous it is to ride alongside cars |
| 34 | Busy roads and no dedicated cycleways as I am not confident In traffic |
| 35 | Safety and like of bike lanes |
| 36 | Unsafe road riding conditions; crazy unusable bike ‘lanes’ such as Livingston Rd, traffic |
| 37 | Roads are very dangerous |
| 38 | There are only a few dedicated bike paths. |
| 39 | No safe cycleway |
| 40 | I'm deaf and without dedicated cycle ways it can be dangerous riding on the roads without being able to hear what is coming up behind me. |
| 41 | No greenway |
| 42 | traffic and accidents |
| 43 | A lack of proper cycling infrastructure that is placed consistently around the Inner West Council. While I make use of cycle lanes for recreational bike rides in various parts of Sydney, such as the Bay Run cycle-path, there are not any effective ways for me to cycle to accomplish errands (such as going to the shops).  One of the biggest drawbacks is that where cycling infrastructure currently exists, it is typically rudimentary and does not provide a feeling of safety while I am riding my bike. I think that painted on green bike lanes are a great first step towards increasing cycling rates, but ensuring that areas with adjacent heavy traffic have physical blockers incorporated within the cycling infrastructure (such as bollards, hedges or trees) would greatly increase the safety for myself and other bike riders, and likely increase the levels of bike ridership. Furthermore, it is often hard to find areas to lock up a bike safely - if there is a lack of actual bike racks I'll find that I need to lock my bike to something else that is not intended as a rack, which could cause inconvenience both for myself and pedestrians. |
| 44 | Not confident on the roads - too dangerous |
| 45 | Riding on the road with cars |
| 46 | A lack of safe, separated bike lanes that form a coherent network for useful trips. Adding lanes piecemeal does very little, and painted lanes without physical barriers do more harm than good. Mandatory helmet laws and harsh fines discourage the healthiest and most efficient form or travel in urban areas. |
| 47 | I find the bike path on Illawarra Rd, Marrickville, south of Marrickville Road, to be quite a scary path to ride on, especially in peak hours when the traffic is dense with cars trying to pull out across the main road, and with so many busses on what is actually a narrow and hilly road. |
| 48 | AGE - I HAD A HEART VALVE REPLACEMENT OPERATION CIRCA 2 YEARS AGO. The lack of SAFE BIKEPATH NETWORK out from Lilyfield area. |
| 49 | No dedicated bike lanes Start stop bike lanes that run into pedestrians or cars No bike parking or safe storage No ebike charging  Difficult car drivers |
| 50 | Road rules and safety. Currently required to ride on the road and I feel unsafe sharing the road with vehicles. |
| 51 | I am a recreational cyclist and our current focus is cycling readiness for our 2 year old son (expect to start cycling in the next 12-24 months). I am reluctant to cycle with him on streets and footpaths for safety concerns - both other vehicles and the fact that some of the footpaths around us aren't perfectly flat. I will cycle with him in some of the local parks. |
| 52 | Safety and lack of direct infrastructure |
| 53 | The lack of joined cycleways |
| 54 | Cars driving dangerously and verbal abuse. |
| 55 | hazards eg uneven surfaces, motorists who are impatient, fast riders who do not care |
| 56 | I am not a confident enough cyclist to feel comfortable sharing the road with cars. I know too many people who've been hit by cars while cycling. |
| 57 | Don’t own one and would need help with sizing but bike shops are pretty intimidating places |
| 58 | Safe paths and away from aggressive or careless drivers |
| 59 | road safety and driver awareness |
| 60 | I am a nervous rider and am anxious about traffic and having an accident. I'm also nervous of other bike riders going fast, not ringing their bell and being aggressive. |
| 61 | lack of dedicated cycling infrastructure, lack of connected cycling infrastructure, lack of end of ride facilities, lack of |
| 62 | The squeezy streets (with haphazard carparking on streets and footpaths) and hills of Balmain and Balmain East make it too dangerous to ride my bike. Cars travel way too fast and there is too much dodging and weaving for cyclists. |
| 63 | Unsafe roads/ motorists, lack of dedicated bike lanes, low confidence |
| 64 | Safety. |
| 65 | I live in an older-style apartment block that has limited bike parking facilities - there are only 4 accessible bike parking spots on the ground floor, the rest are 4 flights up in the communal laundry. The other discouraging factor is the lack of safe separated bike paths and shared paths in the LGA. |
| 66 | I am not a resident but I am a ratepayer. I visit family in the Inner West several times a year. If it were safe to ride a bike to the shops and to get around, I would. As it is we are from the country and used to far less traffic. I wouldn't feel comfortable riding without safe, separated, connected bike lanes. |

| **What could Inner West Council do to help you ride a bike?** | |
| --- | --- |
| 1 | A protected bike lane (not just a line on the road) between Marrickville and Newtown as well as between Marrickville and Sydenham station |
| 2 | Make the various lanes throughout the Bay Run unified - it switches from 'stay on left' to 'stay on right' making it difficult for kids to understand which side they need to be on. Also - make the Bay Run connect properly with Cooks River. It's great until Summer Hill, then the directions are so convoluted, and seem to involve riding on roads, that we give up. |
| 3 | More bike paths |
| 4 | Bike paths literally everywhere. They reduce congestion and encourage physical activity, what more could you want!! Road safety seminars/information to stop accidents. |
| 5 | \* Replace street parking with separated bike lanes \* Ban sharrows, build actual bike lanes \* Legalise riding on footpath |
| 6 | Dedicate cycle lanes |
| 7 | Add bike lanes |
| 8 | Not sure...perhaps more bike lanes, access to more shared bikes - but not the ones that get dumped everywhere - ones that need to be returned to the same place like they have in London |
| 9 | try and get a proper safe bike lane on Parramatta road |
| 10 | Have dedicated bike lanes, not on roads. Have traffic lights that incorporate bike lights (like in europe). Bike lanes that don't randomly stop after 20 metres or are combined with footpaths. |
| 11 | Create more bike paths |
| 12 | Put proper cycling lanes in Sydney |
| 13 | separated bike paths particularly on uphill sections of road |
| 14 | Dedicated bike lanes, connected routes to the city and public transport, parks with dedicated cycle tracks for leisurely exercise, bike repair workshops |
| 15 | More dedicated bike paths around the inner west would be wonderful |
| 16 | Repave existing cycle tracks, and extend them so there is a continuous path for common commutes |
| 17 | Proper bike lane network seperated from traffic. Provision of cycling proficiency training & test to be offered at all primary schools in yr6. Reducing car traffic by offering better public transport |
| 18 | Establish connected bike lane network (preferrably visually separate cycle lanes) |
| 19 | Make bike paths, create a separation, like a little speed-bump divider, between the bike lane and cars. Look to Netherlands’ bike lanes. Also, educational piece for driver in the inner west, how to be careful of cyclists, things to look out for, road curtesy. Sydney drivers are terrifying for a prospective cyclist. |
| 20 | Sell used bike`s. |
| 21 | Bike paths with sufficient barricades/ distance from roads |
| 22 | Consistent bike lines between suburbs. |
| 23 | Protected bike lanes on all major roads in the inner west |
| 24 | Separated bike lands Lower speed limits on local streets |
| 25 | Connect bike lanes. Especially from Livingstone Rd to the bike lane up at Petersham and also have a safe way to get down to Sydenham station. I am in marrickville close to wardell Rd |
| 26 | Put in proper cycle routes. When Covid started they didn't even put in Pop up cycle routes and have made absolutely no effort what so ever to put in connecting links to the cycle routes of the City of Sydney. The IWC approach is spin and hot air |
| 27 | Increase safe riding opportunities |
| 28 | More separated bike paths Increase the width of some pedestrian paths around parks to include a bike path as well as pedestrians (when I ride around Camperdown Oval with my kids it’s hard to dodge all the pedestrians who walk slowly around and making part of the path width for bikes would have been great)  Consider what place laneways could have with linking bike paths? |
| 29 | Make better and safer infrastructure for bike riders. |
| 30 | Improve the condition of the shoulder of the roads (ie the terrible potholes) so it's safer to cycle there. |
| 31 | Repair the existing bicycle infrastructure and make it continuous. There are sections where they just stop. |
| 32 | Create bikeways that are separate from cars |
| 33 | Create some cycle ways or bike light |
| 34 | more bike lanes |
| 35 | Fix the above. More proper (see city of Sydney) bike lanes |
| 36 | More bicycle lanes around sydney/ intter west |
| 37 | Provide clearer signage for all footpath users so they understand what areas are shared and what areas should be bike only. |
| 38 | Make one way streets where possible with one lane for cyclists and mobility scooters |
| 39 | Dedicated bike paths and crossings |
| 40 | Not build stupid bike paths like they have on Livingstone rd which has made everyone’s life a nightmare |
| 41 | more bike lanes, discourage people using cars, more traffic inhibitors like wider footpaths and more pedestrian crossings |
| 42 | If Inner West Council took steps to address some of the issues that I have pointed out above (e.g. lack of safety features in cycling infrastructure, as well as lack of parking) I would be much more likely to ride a bike. I think a major source of inspiration that could possibly be drawn upon is how cycling infrastructure is implemented in the Netherlands, where cycle lanes are extremely common and typically protected from traffic using physical blockers to make cyclists feel more safe, as well as to encourage cycling by ensuring that cyclists don't get caught up in oncoming traffic. |
| 43 | More bike paths and more places to tie your bike up at train stations |
| 44 | Provide more cycle ways that are separate from cars and pedestrians that enable good connections to the city and the inner west |
| 45 | Lower speed limits as much as possible. Implement parking maximum rates, not minimum rates. Build a network of safe, separated cycle lanes (wherever possible, not shared with pedestrians). |
| 46 | There are many bike paths in Newtown, Enmore, and along the train line from Newtown to Ashfield; however, the options for cycling east-west from Sydenham to Dulwich Hill are far fewer. More secure lock-up options at the main shops would be good. |
| 47 | Significantly upgrade the SAFE AND SEPERATED bike path options in MARRICKVILLE area including Addison Road as there is "parking limits" to having larger events at Addison Road Centre ( as an example ) . The footpaths are NARROW unlike those in COPENHAGEN ? so walking and cycling inside a parked car is NOT happening, but the kids will ride on the Footpath. Having Spoken to a Bakery Retailer in the Factory Theatre area they said they would ride themselves, as its generally FLAT. The electric bike retailer in Addison Road has been Operating for a number of years selling good quality European Designed E-Bikes and Cargo-Bikes. |
| 48 | Improve bike lanes |
| 49 | Providing separated cycleways to limit the time I spend on the road with vehicles |
| 50 | make it so that it is possible to ride a bike without riding on the road |
| 51 | More dedicated bike lanes, especially for learners / children. |
| 52 | 1. Make Carrington Road safe for cyclists.  2. Create a safe, DIRECT way to cycle from the Cooks River at Tempe to Sydney Park |
| 53 | Provide joined up cycleways |
| 54 | Make more designated and clearly signed bike paths. |
| 55 | separate those who are ricing for fitness, speed etc from family and elderly out for a gentle ride |
| 56 | More separate bike paths! |
| 57 | Provide info on non-commute, easy / scenic rides. A bit like how the national parks provides hiking trail info. Nb: I never want to be on the road - total beginner. |
| 58 | Provide safe and relatively direct paths |
| 59 | cycle lanes |
| 60 | Keep bikes on special lanes on roads rather than shared zones with pedestrians. Enforce speed limits where their is high pedestrian traffic. |
| 61 | dont waste any more time - implement the Dutch cycling embassies' best practices guideline as soon as possible - embassies: https://www.dutchcycling.nl/downloads/DCE%20Best%20Practices%20Dutch%20Cycling.pdf |
| 62 | 1. Promote a culture of streetscaping (trees, shade and planting) and slower traffic speed. Cars are simply dominant. Slowing speed down from Balmain to Balmain East to, say, 20km would add about 30 seconds to the average car journey in this area. The streets/laneways are so tiny and narrow that 20km or 10km is a far more sensible max speed. This is the excellent approach in the City of Sydney. 2. Create a safe bikeway from Balmain East to the Anzac Bridge system. Big idea is to make a bike ramp down the back of the White Bay Cruise Ship terminal on to Robert Street (say from Ewenton Street or Stephen Street). Robert Street currently is like an unused bike freeway. That would give cyclists (and pedestrians) a safe way in and out that avoids Darling Street or Donnelly Street. |
| 63 | More dedicated bike lanes, courses for cycling safety |
| 64 | I think improving and/it expanding cycle ways. |
| 65 | Inner West Council could work with strata complexes to provide grants, advice and support to provide bike parking and other amenities to encourage bike riding. Also bike paths that connect up with other LGAs. |
| 66 | Please build a connected network of safe, separated bike lanes. |

| **The Inner West Cycling Strategy will include five strategic priorities for cycling:**   1. Connect the bike network to make bike riding low-stress and convenient and increase the number of people riding a bike 2. Take an organisation-wide approach to ensure cycling is embedded in all aspects of Council’s planning and functions 3. Delivering a safer bike network will take time so in the meantime take action to improve safety on popular routes and locations currently used by people riding a bike 4. Support people to ride a bicycle, both existing riders and new riders 5. Work with other councils, the State and Federal Governments, bike groups and the community to learn, share and facilitate change   **Please provide comments on how you think these priorities can be improved, or provide any important priorities you think are missing.** | |
| --- | --- |
| 1 | Provide secure bike parking to allow the use of multiple modes of transport |
| 2 | A dedicated mountain biking trail - Callan Park would be excellent for this. Or even just a great BMX track like Olympic Park has done. Something that kids can get excited about - being shouted at by other people is not pleasant (this includes their own parent's trying to alert them to cars backing out of driveways, etc!).  Flawless links to extended networks around Sydney. In Melbourne you can ride 100KM using bike tracks that end up linking up with each other i.e. Yarra trail, Outer Eastern rail line, Gardiners Trail. |
| 3 | I think those are good priorities |
| 4 | These sound great! |
| 5 | Learn from cities or cultures where riding is the norm |
| 6 | Speak to the authorities in Amsterdam, they would have some good ideas. |
| 7 | They are all good to me |
| 8 | Sounds great. Please look at cities that have successful bike infrastructure and don't think that painting a bike on a road makes it a bike route. I have no idea what is meant by point 4. That could be anything. |
| 9 | Reducing curb-side parking to make way for bike paths- 1. aid in the establishment of bike paths and 2. increase the amount of space any traffic passing through has thus reducing any potential hazard for bikes and cars sharing a space |
| 10 | There is a huge difference between regular cyclists who cycle as a large group and cycle with speed and the cycling habits of a family with small kids. Fast cyclists need to learn the rules of the road - stop at lights, use bell and keep left. And more importantly, cycle one abreast to have care for other people including walkers! |
| 11 | Working to improve car driver education about the rights of cyclists and changing attitudes. Position cycling as a great environmentally friendly alternative (esp with rising petrol prices!) |
| 12 | All main roads should have provision for a seperated bike path. Take a traffic lane out if need be. Proper safe bike parking. Better public transport. |
| 13 | start with the intention that bike lanes could be used by children - that way, it's safe and convenient to use for almost everyone. ask whether, would I let a kid bike on these lanes? |
| 14 | Maybe provide incentives for businesses that have bike racks and facilities for staff to get changed/shower at work? More action and policing on dangerous driving towards cyclists. |
| 15 | I think you need to commit to installing protected lanes on major roads, give people the option of taking the car or the bike to all major destinations such as shops, schools, stations etc |
| 16 | This sounds good. But you don’t include making cycling safe |
| 17 | IWC have been saying this for years but in reality doing bugger all practically |
| 18 | Discourage private car use for short trips. Give bicycles and pedestrians priority at traffic signals for example |
| 19 | Learn from other case studies in Australia and around the world to understand how successful bike strategies have been implemented. Sell the benefits to the community to lower resistance to change. |
| 20 | These are good priorities. I look forward to them being implemented asap. |
| 21 | These sentences are unnecessarily complex and unclear. I'd start by making the language more accessible, so people are more likely to engage with the things you're trying to say. So far as how I think the content of these items can be improved? tbh, they're a bit of a mess, so the meanings are unclear. |
| 22 | Work with whichever governing body to educate drivers about respecting cycling and cyclists. |
| 23 | Could you make more bike racks near the entrances to shops?8 |
| 24 | Lower speed limits where possible to 40k. It’s crazy that sections of Marrickville Rd are 60km |
| 25 | As mentioned |
| 26 | I can't think of anything other than how will this work once de-amalgamation takes place and three councils are on their own again. What will happen with this project? |
| 27 | Build bike paths where you leave enough road for buses and cars unlike the Livingstone rd debacle . So dangerous |
| 28 | discourage cars, otherwise great |
| 29 | I think that the current strategic priorities are quite good and well thought out, and I particularly agree with the focus on taking temporary measures to improve bike safety while more permanent measures can be implemented. However, I think a significant emphasis needs to also be placed on de-prioritising cars as a method of transport within Council planning decisions, and putting more emphasis on cycling and walking as alternative methods of transport. Road spaces should be designed around ensuring the optimum safety for bike users, even if doing so might involve a reduction in car lanes etc. Doing so will be unlikely to have a negative effect, as increasing the appeal of cycling will decrease the number of people choosing to drive and thus traffic will come to a new equilibrium even if road infrastructure is downsized for cars. |
| 30 | Good priorities |
| 31 | Part of a safer bike network includes regular cleaning of bike paths. This might be easier if council street sweeps can fit in them rather than relying on staff with brooms or blowers. Often bike lanes and pathways can be filled with glass, rubbish, debris, and slippery leaves. |
| 32 | I support these priorities, but admission that delivering a network will take time still reflects a lack of priority in a council that has declared a climate emergency but fights all new housing. Sensitive medium-density housing near transit and services will do more to encourage walking and cycling than almost anything. Council should aggressively build its network in the face of limited action from the State Government and lead on this issue rather than complaining about Transport for NSW. Council can control much of its area's design in a way that slows and discourages car driving, making it safer for all (including drivers) to move. This means no new parking, narrower lanes and proven safe designs. |
| 33 | Encourage more bike shops to open in the area to make servicing and purchasing easier. |
| 34 | 1, Undergrounding ALL POWER LINES AND CABLES. - This will FREE UP the width available for Bike Lanes and Walking where the Kerbside lane is required for CAR LANE Capacity or Kerb-side Parking. 2. Investigate the potential to allocate a Minimum of ONE CAR LANE space in all roads in Marrickville ( as an example?) to then provide "acceptable car parking perhaps "off-street" . This has been done within some regional Shopping /commercial areas like Crows Nest . 3. The example of Bondi Junction now has a SAFE AND SEPARATED one lane each way bike path. So perhaps it is an "Under-Design" for a "regional Shopping Centre" . The Westfield in London was built with a 10% or 20% bike parking , Plus a Public Transport Solution. In Bondi Junction it has a Rail Station and many Busses linked to the Shops, and in Peak Times a "congested Bondi Road to the Beach. 4. So how that can be "adapted to Inner West" needs attention to detail. |
| 35 | Lack of connecting bike lanes Very busy sydney traffic, eg parramatta Rd that is unsafe to share with cars No bike parking |
| 36 | N/A |
| 37 | safety should be a primary consideration when developing connections - it a route is not safe then many people wont use it |
| 38 | Education of safe cycling and share road use should also be prioritised. |
| 39 | The fourth priority does not seems to worded in a similar fashion - it reads more like an overall visions, with 1, 2, 3 and 5 being objectives |
| 40 | no 4. but how? not the room to separate? |
| 41 | Connected network of bike paths is definitely the most important to me. |
| 42 | Please make sure the paths are not just for people exercising but also for people who what to just get around |
| 43 | sounds like a plan, hope it works |
| 44 | As a pedestrian and someone who walks along the GreenWay several times a week. Cyclists are not always the most polite of people and then there are the people with dogs of their leads. Both lead to conflict within the community. There needs to be strategies to counter this. |
| 45 | Priority 3- should be removed: it is parasitic to the actual goal of creating improved cycling infrastructure. We must stop putting band-aids on this problem, we have to stop passing the buck to the next generations.  Priority 1 & 4 are the same. Priority 5 seems redundant, is the innerwest council not already 'working with other' organisations? is the alternative to be hostile to them? seems to go without saying. So the list should be: 1- as above 2- as above 3- engage in extensive, broad, and long lasting community communications to educate business owners, homeowners, renters, children, parents, etc (the whole population of the council area) about the financial, social, physical, environmental, etc benefits of increased cycling participation. |
| 46 | Start having conversations that include all modes of transport and achieving balance: pedestrian, bikes, cars, public transport etc. The amenity and safety of our streets is being ruined by car speed and dominance (I drive a car BTW). It is not cool to speed and be an aggressive driver.  Soften the look and experience of streets with plantings, street furniture and mixed paved surfaces. The Balmain peninsula has tiny streets and laneways. There is no justification for high-speed car culture. It does not improve journey times to anywhere and makes it awful to live here. |
| 47 | Sounds good! |
| 48 | I think investigating what has worked on other areas, both nationally and potentially international to determine the best approach for the Inner West could be helpful. |
| 49 | 1. Provide a safe (possibly separated) bike riding path along Ewart Street / Wardell Road to connect up to the Cooks River bike path via the Wardell Road Bridge. The bridge is a pinch-point, with bike riders, pedestrians and cars competing for space. The bridge is a shared asset with Inner West Council and Canterbury Bankstown Council, and so the bridge and its approaches are poorly maintained, i.e. fences adjoining the Marrickville Golf Course are falling down and creating poor egress for bikes and pedestrians. The golf course allow weeds to flourish and this also adds to the unsafe feeling on this stretch of road. Suggest a separated bike path on Wardell Road Bridge. 5. The Inner West Council's bike paths do not connect up with the bike paths built by Canterbury Bankstown, as outlined above, or the City of Sydney. I work in the City of Sydney LGA - I would like to ride from my home in Marrickville West (Ewart Street) to the CBD. Currently this route is dangerous and difficult to navigate on a bike. I've tried a few routes and the safest way as you set out is the longest way via the separated path on Myrtle Street (also the separated path along the railway line has been closed for over a year). Once you get to Marrickville, the most direct way is via Meeks Road, then Fitzroy Street, which is OK on the weekends but impossible and dangerous during the week due to all the trucks. The new shared path on Edinburgh Road is welcome. The connections from there to the City of Sydney bike paths are a bit chaotic, and again, dangerous. |
| 50 | Sounds good. Climate action should be included somewhere, as bike riding could make a huge dent in local emissions. . Other companies, and other agencies should be included too – e.g. police, delivery businesses, etc. |

| **Nominate two locations in the Inner West where you would most like to have safer cycling infrastructure installed.** | |
| --- | --- |
| 1 | Need a better crossing of Marrickville and Sydenham Roads & a protected lane up Fitzroy, not a painted lane |
| 2 | Summer Hill to Cooks River and Callan Park |
| 3 | Haberfield |
| 4 | Leichhardt in and around the west link/Norton st and Glebe to and from the bay. |
| 5 | Whites Creek Valley (need separation from pedestrians), Booth St Annandale (need separation from traffic and parked cars) |
| 6 | Rozelle and Balmain |
| 7 | Leichhardt, Lewisham |
| 8 | Leichhardt, Stanmore |
| 9 | Parrmatta road. Booth street |
| 10 | All along Parramatta road. Ross Street. |
| 11 | Marrickville and Newtown |
| 12 | On parramatta road and on Marion street |
| 13 | 1) Joining Petersham station, or the section of Livingstone Rd which is NW of Sydenham Rd, to the new bike path on Livingstone Rd |
| 14 | Ashfield station connection to the bay run. Parallel route to Parramatta Rd to get into the city |
| 15 | Alice Street Newtown, and around St Peters station |
| 16 | Norton St in Leichhardt |
| 17 | Rozelle, Lilyfield |
| 18 | Seperate locations are pointless- council should be looking at providing a connected network of bike lanes (seperated from other traffic). Put the network in and people will use it because it’s convenient. Stop prioritising car traffic |
| 19 | Ashfield, Tempe |
| 20 | New Canterbury Road, Marrickville road |
| 21 | Croydon, iron cove creek, |
| 22 | Ashfield, Dulwich Hill |
| 23 | Liberty St Stanmore, Enmore road |
| 24 | Norton st Ashfield, Liverpool road Ashfield |
| 25 | Between Livingstone Rd cycleway to Petersham cycleway, safe route down to Sydenham station |
| 26 | Balmain to the city, Rozelle to the city, Leichhardt to the city, proper links to surrounding council areas |
| 27 | Marion St, Norton St |
| 28 | Camperdown, Stanmore. |
| 29 | Ashfield to Iron Cove Bay, everywhere |
| 30 | The road between Ashfield and Petersham, along the train line through summer hill is always scary.. |
| 31 | Carrington Road Marrickville; Livingstone Road Marrickville |
| 32 | Parramatta Road, Newtown |
| 33 | New Canterbury road, |
| 34 | Victoria Road, Sydenham Road |
| 35 | Wardell Rd, Marrickville Rd |
| 36 | Near and around Ashfield pool, King street |
| 37 | All along Victoria Rd, along Leichhardt to Annandale |
| 38 | Tempe to Marrickville and Tempe to RPAH |
| 39 | Elizabeth Street Ashfield, Grosvenor Cresant Summer Hill |
| 40 | Anywhere it doesn’t take away most of the road and leave narrow roads that are so dangerous for everyone using them |
| 41 | Grosvenor Crescent, Carlton Crescent |
| 42 | Norton Street, Old Canterbury Road |
| 43 | Newtown, Marrickville |
| 44 | King St Newtown, and Illawarra rd marrickville |
| 45 | Everywhere but particularly Enmore Road/Victoria Road all the way to Marrickville Road, Parramatta Road. There is so, so much space to make this work |
| 46 | Linking Sydney Park to Dulwich Hill, linking Enmore to Marrickville |
| 47 | I have already suggested both NORTON STREET and PARRAMATTA ROAD in a submission to a proposal about WEST CONNEX local road access to WEST CONNEX is Greater Leichhardt area. |
| 48 | Better connections between inner west and the city |
| 49 | Carlton Crescent near Summer Hill Station, Railway Terrace near Lewisham Station |
| 50 | crossing old canterbury road lewisham, consistent approach to cycling on bay run |
| 51 | Dulwich Hill, Marrickville |
| 52 | Carrington Rd, Unwins Bridge Rd |
| 53 | crossing parramatta road, enmore |
| 54 | Pyrmont bridge, railway stations |
| 55 | Marion Street near Leichhardt Marketplace, the Hawthorne Canal greenway (sharing with pedestrians is not ideal because cyclists are zooming around kids) |
| 56 | Balmain, Leichhardt |
| 57 | Garnet street Dulwich Hill, Balmain road leichardt |
| 58 | Marrickville road, new Canterbury road - Stanmore road |
| 59 | Balmain East Wharf to Anzac Bridge, Balmain East Wharf to Rozelle along Darling Street. |
| 60 | Cooks river, Petersham |
| 61 | Longport St & Grosvenor Crescent roundabout,. Along Trafalgar St near Petersham Station |
| 62 | Wardell Road Bridge and approaches along Wardell Road, Marrickville West / Dulwich Hill. Meek Street / Fitzroy Street where it connects up to Edinburgh Road, Marrickville. |
| 63 | Elizabeth St from the Ashfield Pool to the Greenway, Frederick St from Milton Rd to the Bay Run |

**Part 2**

**Responses from those who selected the option:**

**‘I currently ride a bike at least once a month’**

| **The Inner West Cycling Strategy will include five strategic priorities for cycling:**   1. Connect the bike network to make bike riding low-stress and convenient and increase the number of people riding a bike 2. Take an organisation-wide approach to ensure cycling is embedded in all aspects of Council’s planning and functions 3. Delivering a safer bike network will take time so in the meantime take action to improve safety on popular routes and locations currently used by people riding a bike 4. Support people to ride a bicycle, both existing riders and new riders 5. 5. Work with other councils, the State and Federal Governments, bike groups and the community to learn, share and facilitate change   **Please provide comments on how you think these priorities can be improved, or provide any important priorities you think are missing.** | |
| --- | --- |
| 1 | It would be good to allow people over sixteen to ride on the footpath as many streets are too narrow to allow a cyclist to ride comfortably alongside cars |
| 2 | It’s missing reference to the police. They should play a critical role in penalising drivers who endanger cyclists. Sadly the average police mentality is that cyclists are a problem resulting in us generally being victimised. A paradigm shift in police mindset is required. |
| 3 | N/A - good priorities |
| 4 | I strongly support all five of these priorities, with number 1 being the most important. We need much greater connectivity so that it's super easy for cyclists to criss-cross the Inner West LGA safely. |
| 5 | Improving safety would be my main priority. Ashfield has do many dangerous roads for cyclists especially trying to cross Fredrick street. |
| 6 | Cycling take-up by all members of the community will only be achieved by providing separated infrastructure. This may mean de-prioritising car traffic to provide safe convenient cycling routes. A common indicator of a successful cycling strategy is the improved usage by women, children and the elderly. If you are not targeting these groups, then the strategy is a failure. |
| 7 | Good priorities but won’t make any difference unless budget is allocated to support. |
| 8 | Inner West already does this quite well but acknowledging cycling as a means of transport rather than a form of recreation is important. |
| 9 | Needs to emphasise that separated cycleways are a priority to ensure cyclists are safe. Also, rather than just accepting that everything is going to take ages encouragement of more pop up cycleways to demonstrate their popularity should be encouraged. |
| 10 | Contiguous bike networks are essential to making them work. |
| 11 | Making minor modifications to recently built cycling infrastructure to make it safe should be the number one priority. Then the existing numbers 1 and 3 on your list. By doing this you achieve aim 4. 2 and 5 are meaningless. |
| 12 | collaboration with other councils and agencies (e.g. when road works occur, signage and safety around roadworks is lacking and dangerous for cyclists). Road improvements and upgrades could be better aligned with new cycling infrastructure improved awareness for drivers to create cultural change, vehicles are the dominant road-user, education, signage (e.g. slow down, watch your doors, beware of cyclists) and awareness to change this culture. linking city of Sydney cycling network with neighbouring councils to provide safer routes in and out of city (this would also create further benefits in reduced congestion, pollution, improved health outcomes and reduced costs of healthcare) |
| 13 | Can you please increase the cycling route signage and the on road cycle way reflective lane markings and bicycle signage |
| 14 | If council does bike infrastructure, do it well or not at all.  Carrington Rd bike path is top of the hit list. It is actually more dangerous than having no bike lane. It has increased confrontation between riders & motorists. It is a total waste of money. Money would be better spent lobbying the state government to change road rules & on enforcement. When I rang council to see copies of permissions given to railway authorities to completely block Myrtle St bike path, The person said I had to put in an foi request. Really ? and I’ve heard nothing back on that one…. |
| 15 | Need to say connect and extend bike network along easy routes joining people to places. |
| 16 | Ensure that there are campaigns that not only emphasize all of the benefits of cycling, but advertising where possible to hasten the acceptance of cycling by the public as an integral and primary mode of transport. |
| 17 | Building more bike paths is great, but then don't put back car spaces like Livingstone Road. How is retaining car parking spaces encouraging more people to ride? You've spent residents money for no benefit. |
| 18 | Strategy 1&3 need a short list of actions |
| 19 | To encourage safer riding and building knowledge on best cycle routes, it would be great if there is an interactive map that helps you get from A to B safely, eg shared path, dedicated bike paths etc. |
| 20 | None of this matters unless you also have an active strategy to reduce car numbers and reduce car speeds. |
| 21 | Multimodal transport should be embedded in this plan, Sydney is a large city and it’s cyclists are not confined to one lga |
| 22 | Awesome, recently started to do the school and daycare drop off with kids on our ebike. The cycle paths and cycle access is so sporadic through the IWC area, I have to take back streets and am forced to commute on main/busy roads |
| 23 | Provide education or links to resources talking about why active travel infrastructure is so important for a community. eg. socially/economically. Work on changing driver attitudes of car-centrism or outright hostility towards more vulnerable road users. Does the focus have to be on cycling? Could it encompass more active travel modes such as electric-mobility? Reach out to neigborhoods with ideas like low traffic neighbourhoods/quiet streets/possibility of more pop up infrastructure |
| 24 | Bicycle lanes must be separated from pedestrians, NEVER share with pedestrians and not just paint on a pavement, like we have on Victoria road. The bay run is currently a joke on the Lilyfield/Victoria road side, constantly swapping from left to right, shared, to separate. |
| 25 | I think priority 3 is vital - thinking about where to invest time and energy. Working towards priority 1 is a BIG task - so balance that with getting best and timely return on investment looking at existing route or key pinch points |
| 26 | These are great. |
| 27 | This is great. I think it should be linked to active transport promotion and car-dependency reduction policies. |
| 28 | Conduct a bicycle safety awareness campaign aimed at improving driver awareness and consideration to bicycle riders |
| 29 | Connectivity is extremely important, both within the LGA and to other councils' networks. People ride, or would like to ride, for a reason. They need to know that bike routes are carefully thought out and that they can use safe infrastructure for the duration of their commute. Too often good bike infrastructure ends abruptly and cyclists are left to fend for themselves in heavy traffic.  Even the best bike infrastructure, however, is ineffective if people do not know it exists, or if they do not know where connections exist. A good bike plan requires a good map, especially to encourage new, reluctant or inecperienced cyclists. A good map (online perhaps) would be a big step in supporting cycling in the LGA.  Considerations at all levels of Council would also improve safety and build confidence in active transport in the LGA.  I agree that popular routes should be given priority, but Council should also address routes that would be used as "bicycle highways" if safety issues could be addressed. An example is Addison Rd which has been identified as an important route since the 1996 plan, and would attract a lot more through traffic of bikes but for safety concerns. |
| 30 | They're pretty good actually! |
| 31 | Unfortunately the quiet streets in Rozelle have been crucified by WestConnex and now the Metro. It is actually quite unsafe to ride now, especially at night. Is is possible to get our roads back (see point 3)? |
| 32 | Education and partnering with law enforcement for users of cars and truck etc are required. There are too many incidents that are reported and. It followed through or dealt with swiftly |
| 33 | In addition to the above, road quality itself is an issue. Too many potholes and badly paved roads to be safe. I ride from Leichhardt to centennial park regularly and it is clear when we cross over the council lines because the roads get better. |
| 34 | Agree with all but so often the focus of any government cycling policy is riders using bike paths. Thousands of cyclists ride on the road in organised clubs or by themselves yet road design is almost exclusively for cars. Road maintenance, signage and planning etc should always consider cycling road users to encourage uptake by experienced cyclists and make drivers more bike (as opposed to motorbike) aware - cycling on the road isn't illegal after all. |
| 35 | Strategy should include ensuring that council decisions minimise conflicts between cyclists, motorists and pedestrians, by ensuring separation as much as possible. |
| 36 | Riding needs to not only be low-stress but also physically safe. I know these are connected, but the need for physical separation on main roads is vital even though hard to retrofit. |
| 37 | Way finding and maps for the bike network are really important. Many key routes are not well signed and are out of the way or poorly maintained - it is not clear what the best ways to cycle are without local knowledge. |
| 38 | The bike network needs to cover every single street and be completely connected and separate from traffic and pedestrians for new riders to start. |
| 39 | '- When designing cycle lanes don’t make bikes share spaces with pedestrians. It’s too dangerous for pedestrians and too slow for bikes. Bikes are vehicles which should be permitted on roads, either on designated cycle only lanes, or on shared roads with cars.  - At road junctions create advanced cycle spaces at the front of cars so that cycles have an opportunity to move away from lights before cars.  - create cycle specific lights so bikes can move safely away from lights earlier than cars. |
| 40 | Suggest removing 4, as this priority is too vague, uncertain how it would be actioned, and also uncertain how would be measured for success. propose replace with priority to identify and mitigate risks in the physical cycling environment. |
| 41 | The convenience and speed of new cycle paths should be considered. Cyclists shouldn’t need to chose between a slow safe cycle path with slower crossings vs. cycling on a busy road. |
| 42 | Build bike paths where they're actually needed! Its busy roads with lots of cars that beneft the most from bike paths, and even though it may be more difficult or unpopular, if the council is serious about cycling then it needs to seriously improve the infrastructure in these places. Salisbury road and king street are two key links that are just lethal for cyclists at the moment. |
| 43 | They are very vague. How about 'it is possible to ride from Inner West to city via at least 2 safe and separated routes' and 'it is possible to ride from Cooks River to Balmain via a safe, separated path' by 2025. That would be an actual useful goal! |
| 44 | Educate and, if necessary, penalise drivers for risking the life of a person on a bike |
| 45 | This is great and captures so much of what is needed! |
| 46 | One important factor could also be targeted information on how drivers should look out for bike riders. |
| 47 | I agree with all of them. Linking with other councils particularly interests me so the bike paths can connect |
| 48 | Safe places to lock bikes especially in high pedestrian areas like King Street.  Sign posts for bike routes. Safe crossings where bikes routes cross roads, crossing at the the intersection of Railway Ave and Kingston street, that would also benefit pedestrians.  Increased signage/communication with drivers warning that cyclists are sharing the road. I ride Missenden road every day and nearly get killed every day. Secure storag at all train stations. Public transport that can accomodate bikes. |
| 49 | Convince the controllers of the light rail network to release adjacent unused land for cycling track use. |
| 50 | Make a greater emphasis on making cycling a viable option for commuting and shopping rather than just a recreational. |
| 51 | Please prioritize promoting school children riding to school; high school kids should ride more - good bike racks to lock up at schools & even - dare I say it … better uniforms (?!?!) that are good for riding your bike in! |
| 52 | Encourage / Promote car few days or events |
| 53 | A missing priority is to provide safe cycling lanes with no pot holes and all the pot holes to be repaired as soon as possible |
| 54 | Support shops/businesses to have bicycle parking racks. Bicycle parking is often challenging in Sydney. Bicycle racks are everywhere in Germany. |
| 55 | Encouraging people to take up cycling to work by improving cycling friendly infrastructure |
| 56 | 1. Work with CBC and CoS 2. Work with inner west bicycle use groups, such as Leichardt and Ashfield 3. Give incentive for workplace to have safe bike storage and end of trip facilities |
| 57 | These are great!  But you should binge this channel from an Amsterdam based Canadian urban planner to help hone in.. https://youtube.com/c/NotJustBikes |
| 58 | Reduce traffic and traffic speeds on local/residential streets, to make these streets safer for walking and cycling and also quieter for residents.  Use filtered permeability. Narrow traffic lanes and other measures to reduce design speed to 30kmh or less. |
| 59 | nothing to add |
| 60 | I’m keen to see more separation between walkers / runners and cyclists. |
| 61 | replace all gutters with bike friendly ones eg. where a weel can not get stuck in it |
| 62 | Provide sufficient areas to attach bikes and if applicable provide higher security/sheltered parking possibilities. |
| 63 | In order to deliver 1 (more people riding) you first need to deliver 3 - make riding safer for people. The safer it is, the more people will ride, which is beneficial for both riders, and car drivers as there will be fewer cars on the road |
| 64 | Bike lanes often end with no clear way to get to another bike lane or safely get on to the correct side of the road. Often the only safe solution is to illegally use the footpath. Signage in bike lanes is usually misleading or confusing. For example there is a bike lane going towards Stanmore station from Liberty Street. There is a sign telling cyclists to use that bike lane to get to Balmain. If followed, there is no follow up signage, and the lane terminates at Crystal St, which is not safe for cyclists. Traffic lights on bike lanes or shared paths can be slow to navigate, as they are often not automated even when their cycles are entirely linked to traffic. For example, the current setup of tge Victoria Road intersection near Lillyfield road results in both cyclists and pedestrians reguarly crossing on red, when there is no reason for these crossings to not be automated. Similarly, it is frustrating to arrive at a dedicated bike crossing that is red, while the adjacent pedestrian crossing is green. |
| 65 | The 5 priority areas are quite thorough. It would be good if they were actioned. It there a timeframe for this to be achieved? |
| 66 | Speed of travel on a bicycle needs to be considered also. Often the bike routes take the "safe" route which ends up being a prohibitive slow journey. Long sections of the designated bike routes are often avoided by commuters, etc. |
| 67 | new freeways should have bike access  (separated) maybe not tunnels though. councils should push for that |
| 68 | Bike networks are good, but they are too commuter focused - taking lycra-clad workers to work but not taking kids to school or others to shops. The result is the bike paths are overwhelmed by speeding cyclists, crowding out the slower cyclists, especially kids. Bike paths to the CBD won't create a cycling culture in the Inner West. Reducing car speeds to sub 40km, makes every street cycle friendly. This is much cheaper and delivers a better urban amenity, than the cycling freeways. |
| 69 | There are parts of the cycleway which are very narrow and can be tricky to navigate. |
| 70 | Better signage to make people more aware of a shared track. For example in Marrickville by the Cooks River. |
| 71 | Better signage to make people more aware of a shared track. For example in Marrickville by the Cooks River.  These are vague priorities with a motherhood and apple pie flavour. There are no deliverables or metrics to associated with any of these priorities to ensure that progress has been made on achieving them. Priority 2 seems like a means accomplish these priorities rather than a priority in and of itself. Priority 3 seems like more of an excuse not to do things than an objective of something to do.  Priority 5 is fuzzy to the point of meaninglessness. |
| 72 | These are vague priorities with a motherhood and apple pie flavour. There are no deliverables or metrics to associated with any of these priorities to ensure that progress has been made on achieving them. Priority 2 seems like a means accomplish these priorities rather than a priority in and of itself. Priority 3 seems like more of an excuse not to do things than an objective of something to do.  Priority 5 is fuzzy to the point of meaninglessness.The bike network infrastructure needs to be consistent and predictable. Infrastructure should be world best practice and not just Australian standard.  Support council staff and contractors to ride a bicycle and know what is required first hand when planning infrastructure and education. |
| 73 | More connected cycleways to shops |
| 74 | Consider changes that can be easily reversed, or if effective consolidated EG paint on roads can be washed off with high pressure washer or consolidated with coloured asphalt layer.  It’s not all about riders, pedestrians are hazardous to riders and making plans for them and helping them take the easiest option is much better than planning optimisation for other travelers.  I ride on roads where the lights discriminate against riders favouring both pedestrians and cars ahead of cyclists. In this area I have had to explain road rules to a police officer who stopped me and luckily their colleague backed me up. In the same area I have faced abuse from drivers. If the lights were more equal or the topography more favourable I would use the bike path.  “Support people to ride a bike” is a wish not a strategy. Make it actionable (SMART goals) or don’t say it. Waffle devalues what you do say.  The best support I have had for riding was end of trip facilities at work. Offering incentives for creating those, or even sharing them across workplaces may have a great impact. If you want to learn, share, and facilitate change across jurisdictions consider long term planning for this and community involvement: get metrics that are repealed and transferable, keep data open, invite students, and educators, and community groups to contribute. End of trip facilities should include basic maintenance facilities (pump, stand, consumables on request). |
| 75 | Is there any cycling track that bike racers can use? I have given up cycling on the Bay Run because of the bike racers who are aggressive, sometimes on the wrong side of the cycle path and who have almost knocked me off my bike or run into me as a pedestrian. Almost had a head on collision with a group a few months ago as they were across the whole cycle way. |
| 76 | All of the above need to be prioritised. You also need to make laneways safe for cyclists with a 10km speed limit. Those of us who have laneways store our bikes in the garages and use these laneqays frequently. It is dangerous at the moment, esp. on the laneways in leichhardt North (Falls, Elswick lanes) which are frequented by rat runners. |
| 77 | strategic priorities are sound. Please focus of delivery of network with good connections to other councils |
| 78 | Inner West to prioritise becoming 'a safe cycle' environment |
| 79 | A possible addition or clarification could be 'ensure that all inner west residents have safe access to the bike network.' ie no-one should have to deal with busy roads on the way to access a path |
| 80 | I never seen in any other Country taking a trafic line on the road , for riding a bike. It is stupid Sysney is not for bikes. |
| 81 | Definitely need better connections. I want to see more people driving EVs because the pollution I breathe in from the roads is just awful. |
| 82 | For point 3, I think there is also something about not having pedestrians and cyclists having to compete for the same resources - e.g. the shared bike/pedestrian footpath down Victoria road which is not very wide. For point 1., what about expanding the bike network with more dedicated cycle lanes? |
| 83 | Connect each cycle way at both ends for continuous safe cycling. Current many are not connected but stand alone. |
| 84 | Connectivity important as it creating safe spaces to encourage use and reduce risk |
| 85 | Connecting existing bike lanes is ideal. Making them seperate from the road is best practice. |
| 86 | These are excellent priorities and I look forward to seeing them actioned |
| 87 | recognise the growing us of cycles and ebikes creating a need for cycling only infrastructure rather than elaborate and costly share paths  concentrate initial improvements on commuter routes to reduce car dependency give cycles right of way at lane merges with appropriate on road signage |
| 88 | West st to become a scramble crossing. I'd love to hear a tune played as they do in Japanese cities |
| 89 | Please coordinate with other councils to create the Sydney Green Ring. https://www.sydneygreenring.org. It could revolutionise bicycle use in the Inner Sydney Region by providing a ring road connecting Botany Bay and Sydney Harbour with Mill Stream and GreenWay. |
| 90 | Cycle ways need to meaningfully connect to one another and not be shared paths with pedestrians |
| 91 | Improving safety on popular routes should be a focus priority. Prioritise promoting women cyclists. |
| 92 | I believe rapid roll-out of more km of imperfect cycleway is more important than building fewer but higher quality cycleways (like Hidalgo's Paris or Sadik-Khan's NYC or the covid-19 pop-up cycleways), i.e. the network is more important than any individual route. Once an established network is in place it makes sense to upgrade and improve popular routes. An emphasis on cycling as a mode of transport rather than a recreational activity is somewhat absent from this list - this emphasis would mean the cycleways are practical for riders of all ages, they connect residences to places of business and transport hubs, they're well lit and can be ridden on at all times of the day or night, cycle parking is included in the plan etc. Cycling delivers the most benefits to the community when it replaces car trips, so along with the above, I think this should be a priority for council. |
| 93 | Firstly, I think number 3 is a very astute observation. The lag time between planning, policy and implementation can often be disheartening and discouraging. Being able to see tangible actions in the interim is important. I’d add that one strategic priority should be to address the anger, entitlement or negligence from drivers in the Inner West Council area through education and marketing. |
| 94 | Priority 3 - Reducing speed limits on a suitable network of streets is a very quick, cheap and effective way to improve cycling and pedestrian safety |
| 95 | Work with existing institutions like schools and local businesses to drive cycling participation |
| 96 | I think one of the biggest issues is safe riding for children |
| 97 | I think there needs to be bike lights added to the lights at major intersection. Just like ther are turning arrows for cars and lights for buses lights at major intersections and main roads should also include lights for cyclist. I am a disabled cyclist I ride a handcycle handcycle are generally low to the ground like most recumbent bikes this makes it more difficult for drivers to see us even with flags on the back of the bike. I live on a main road New Canterbury Road Dulwich Hill at getting out of my driveway and on to the road is very difficult and dangerous especially because large vehicles like vans and subs park extremely close to the edge of the driveway it makes it impossible to see if vehicles are coming I unfortunately do not have xray vision. I thi k along with making sure bike lanes are jnstalled etc there needs to be an enforcement of a minimum distance that cars can park from the edge of a driveway as well as not allowing large vehicles like vans trucks and Suvs to park near a drive way on the side of the traffics Directional flow. For example when coming out of my driveway I need to look for cars coming from my right the first vehicle parked nearest to the edge od the driveway should not be a vehicle that is large enough to block me from seeing oncoming traffic nor hide me from the view of that traffic. If we can't see each other someone is bound to get killed regardless of a normal bicycle or a recumbent bike or handcycle they are all blocked from being able to see or be seen.. on some roads there are bike crossings such as near the cooks River on illawarra road near Homer street on the boarder of marricville and earlwood however there is nothing to stop traffic to allow for crossing often there are families on bikes trying to cross with small children on their on bikes and they have to wait for long periods to be able to cross.or take risks hoping traffic doesn't come speedi g around the bend etc. These crossing should have a pedestrian ligh with a button that can be pushed to stop vehicles when the crossing is being used. |
| 98 | Include riders with disabilities who use handcycles and or recumbent bikes such as myself. Restric large vehicles from parking near the edge of driveways and corners as it blocks the view of cyclist to see vehicles exiting driveways and vehicles from seeing cyclist approaching driveways or turning at intersections and ice versa |
| 99 | Ensure there are sufficient places for people to park / lock up their bike when they choose to ride to a destination |
| 100 | Sydney Roads need to be engaged to reduce speed limits on their roads. Some inner west streets have speed limits that are not in keeping with their environment and prohibit cycling as they are really unsafe. They also sever connectivity of the cycling routes (regional routes). Sydenham Road, Frazer Street in Marrickville. |
| 101 | The objectives should be to EXPAND the cycling network not "connect" what currently exists - as it is inadequate. Focus should be on making STREETS safer for cycling (and in turn, pedestrians and drivers) and more livable (less car noise). Focus on making cycling routes faster than car routes. If its easier/faster to drive, people will do that. Cycling routes should have a distinct speed or accessibility advantage (ie easy parking) versus driving. 8 to 80 rule. An 8 year old and 80 year old should feel comfortable riding on any cycling infrastructure that is built. |
| 102 | Perfect |
| 103 | Reduce speed limits around schools, recreation areas, shops and along designated bike routes and call on police to enforce the reduced limits |
| 104 | 'In relation to point 3 (what to do to make cycling safer while the safe network is being built): - Implement lower traffic speeds, beginning with a Council-wide roll-out of 40kph immediately, and 30kph where ever, when ever possible.  - Continue with the roll-out of bicycle logos on all bicycle routes.  - Contact the local police and see if they can be encouraged to enforce existing speed limits and the problem of 'roll-throughs' at stop signs (examples are: Julie/Bland Sts, Ashfield; Charlotte/Bland Sts, Ashfield). - Run a local campaign in the newsletter/social media/notice boards etc. to reiterate drivers' requirement to follow the road laws and their responsibilities to cyclists. - A University of Minnesota study of 2019 showed that drivers pass too close to female cyclists about 3 times as much as they pass too close to male riders. Women's hesitance to cycle may be based on lived experience. I don't know how Council addresses this issue. In relation to point 4 (supporting/encouraging riding): - Implement lower traffic speeds, beginning with a Council-wide roll-out of 40kph immediately, and 30kph where ever, when ever possible.  - Create a relationship with local police where Council can educate and encourage the enforcement of road laws; and educate the police in their responsibility to take aggressive driving seriously. - Put more well-placed bicycle racks in. With rain cover where possible. This will illustrate to all people (riders and non-riders) that cycling is a legitimate activity and riders deserve the respect of having their bikes looked after.  - Council could employ/outsource ride leaders/bike maintenance people to run classes/rides across the LGA so that people discover the very useful ways to get around safely and efficiently. This will spread the understanding that local trips are often best made by bike, though the idea (and often the reality!), can be terrifying. |
| 105 | There should be a focus on making cycling (and other forms of active transport like walking) enjoyable. We focus on safety, which is actually quite a low bar. There is room to be more ambitious - to actually make a walk or a bike ride something enjoyable, fun and pleasant. Not being killed or injured is really minimum viable stuff. I would love to see Council embracing green corridors, traffic calmed streets, improving footpaths and generally taking back space from cars. Putting in verge gardens, taking out parking to plant gardens and trees. We seem to focus myopically on commuter bike networks and safety, which is only a small part of the puzzle. Recreational cycling and short trip cycling is the best incentive to get people on a bike. |
| 106 | Accelerate the delivery of safer infrastructure. Move resources if necessary. There are huge opportunities that have been supposedly funded for many years which seem to be stalled. Increase communication on why they are not progressing. |
| 107 | All of them are needed a holistic approach to making cycling safer, acceptable and more accessible to all ages to commute and travel |
| 108 | To make any of this happen, a priority should be to reduce the use of private motor vehicles in the council area, particularly on 'rat run' streets. |
| 109 | The strategy should also ensure that you're making it efficient, not just safe, to get around. Cycling is hard work, so if there is a more direct or flatter route, cyclists will often take it over the designated bike paths.  It'd also be great to define what cycling is - are you trying to cater for anything that has two wheels and pedals? If it's got a battery powered motor and can travel at 55km/hr, is it still welcome on the paths? |
| 110 | We definitely need to see a more connected bike network. It has gotten better over the years but still room for improvement. The new bike lane on Livingstone Rd though is the worst! Forces you to weave in and out of pedestrians and makes right hand turns tricky. It was easier to share the nice wide road.  There needs to be way more facilities for bike parking in public and civic spaces e.g. around Marrickville near restaurants and bars. I always end up locking to a street sign but these are often already taken up by other bikes. |
| 111 | Having a joined up bike network with no gaps; slowing car speeds down to make it safer for riders and pedestrians |
| 112 | We've had a lot of bike plans. How about building some useful bike routes already? Livingstone Road doesn't make me hopeful. |
| 113 | Work to fix footpaths for kids to ride on them. I amNot confident letting my early teenage kids ride on the road in the inner west. Roads are too narrow for cars to leave a safe space between them and the riders. |
| 114 | I think there’s a lot of work Council can do with existing streets to make them safe for cyclists. Rather than, if while waiting for, more dedicated infrastructure.  Also with existing bike paths, eg. Carrington rd, there’s maybe an education piece for all the trucks who park in the bike lane. |
| 115 | Separated cycleways away from road traffic is the key to encourage more people riding. |
| 116 | Safer, more clearly designated bike routes and Copenhagen lanes |
| 117 | Looks good |
| 118 | Priority #2 -- this is a positive step. In a similar way that developments have parking requirements, these requirements should apply to bicycle parking, and councils should also support business to install bike parking. I find myself continuously parking my bicycle against street signs -- there is a severe lack of bike parking in IWC. |
| 119 | Sounds good |
| 120 | Ensure it is accessible to people of ages and all abilities |
| 121 | Sounds wonderful and hope for successful ongoing execution of the above principles. |
| 122 | make it compulsory for community venues like parks and libraries to have bike parking spaces |
| 123 | I think the first priority is key |
| 124 | No comment |
| 125 | Every street should be accessible to people walking, riding bicycles, scooters, and mobility aids, rather than a bike network of limited streets being accessible. The streets should be for everyone not just people driving cars, relocate space more equitably. Reduce speeds or provide separated cycleways. |
| 126 | Every street is part of the bike network, not just certain routes or popular locations. The bike network should not be seen as a separate thing to the street network. |
| 127 | Work to develop battery recycling facilities for E-Bikes. |
| 128 | These are good priorities. It is captured under a couple of the points above, but bike parking, and availability of other bike facilities (repairs etc) is crucially important. |
| 129 | In the area of safer bike network, please ensure bike paths are separate from pedestrians. This will make it far safer.  An example is the Anzac bridge. A highly used bike path but not a nice experience for pedestrians with bike whizzing past. |
| 130 | This is good stuff, but misses the elephant in the room which is driver behaviour. |
| 131 | I don't know if it's a council problem (i.e. moving from Inner West to City of Sydney), but the connection between the bike path at Blackwattle Bay and Pyrmont Bridge is not safe for cyclists, despite being a very common bike route. |
| 132 | This all sounds really good. A lot of people don't ride because of safety concerns in Sydney. I think about safety a lot and I ride daily. |
| 133 | Complete the greenway track to make it safe and keep cyclists off roads.Make safe bike routes |
| 134 | Priorities can be improved with bird's eye view when providing connectivity between major destinations & already heavily used & critical route within the inner west. Also consider low hanging fruit such as traffic slowing devices, converting existing lanes and or pedestrian paths to shared paths but improving surface condition and traffic light sequences to include bikes. |
| 135 | making communities/drivers aware of the rights of cyclists on the road. |
| 136 | Priorities need refinement to make sure the network is best practice and prioritises cycling. Currently the network has a lot of issues leaving cyclists in a bad traffic position respective to powered vehicle and pedestrian traffic. I would want to see minimum standards for intersections, priority given to cycling traffic on major cycling routes and standard designs for interactions between separated cyclelanes and normal traffic lanes. The myriad of different interactions that cyclists and general traffic have to contend with generates frustration and prevent the wider uptake of cycling. The inclusion of overseas best practice within the context of Sydney streets would be critical in overcoming these issues.  Even though cycling will be embedded within all aspects of Council's planning and functions it needs to be supported by best practice design, case studies and reference designs to ensure the output is consistent across the different planning requirements. I do not think State or Federal governments (exception maybe Canberra) have made a serious step towards integrating cycling as a meaningful transport method - I would suggest overseas examples (Denmark for example) as more relevant to achieving the priorities.  Finally the outcomes/vision of this initiative do not come through strongly enough - what is the intent? Is it to make the Inner West cycle friendly?  The priorities or the message are not SMART goals or measurable in the impact that this inititiative wants to deliver. I've put notes down here for each of the priorities: How do you measure the connection of the network? Is tokenistic connection allowed (see new bike lanes put in on Carlton Crescent and Trafalgar St)? This does not promote cycling if it leaves people to their own devices in the middle of a large intersection.  How will you measure organisation-wide approach? Will it be supported by best practice reference designs and key decision metrics on planning projects to ensure outcomes and priorities are carried out with specific intent? How will you measure safety and improve existing routes? Will it be through more separated bike lanes? If there are more separated bike lanes how will you integrate these within intersections to ensure safety? A lot of recent bicycle related infrastructure is lacking in this department and it appears limited thinking has gone into the route as a whole and how travel times/safety can be improved Support is very important and how can you foster this and change behaviour of all traffic users over time? Is it community events, is it something like what Dom Whiting is doing in the UK - showing how many people are willing to ride bikes and give perspective to other road users, is it classes for defensive road riding? As mentioned above I don't think councils or government within Australia are at the forefront of cycling-specific urban planning and would recommend looking elsewhere for leadership. |
| 137 | Nil comments, these priorities are good |
| 138 | Could be improved by connecting with local community bike groups (e.g. Bicycle Garden https://www.bicyclegarden.com/) |
| 139 | Make the cycling road use rules part of all new driver education. Train them on how to respect cyclists and tips to keep people safe, like using the Dutch Reach. Make sure it is included in the online testing and the practical side of driving. Ideally, put them on a bike on a road. More TV advertising on the rules of cyclist usage. NSW drivers seem to want cyclists dead and intimidate them. Mostly because they don't know the law. Highlight the profiles of cyclists, cycling clubs, social cycling groups etc on websites and newsletters. Awareness and critical mass are what is required to make cycling safer for all. Promote big and little changes to infrastructure, learn to ride groups, major event achievements etc More how to ride classes for adults. Most women don't take up sports like triathlon because they don't know how to ride and it's too terrifying to learn on roads. Program that move from basic cycling skills, to bike maintenance and work towards taking part in an event, like Gear Up Girl. Make it a closed circle of learning. Work with schools to prepare for Ride to School day.  Clearly marked cycle paths that are refreshed regularly.  Create an interactive cycle path website, like Trip Planner or google maps, that you can select From and to, the sort of riding you do, the sort of roads or cycle paths you require (or combinations of) and the system provides a map of how to safely get there that doesn't put you on busy roads. |
| 140 | Connect residential areas to the local retail precincts. This may result in mode shift from cars to bikes for everyday trips such as visiting the supermarket. |
| 141 | Agree - connecting networks critical. Crossing liberty st a choke point |
| 142 | More and better bike paths. |
| 143 | I agree with these priorities. They involve multiple groups and are realistic |
| 144 | connectivity to create safe journeys across the lga in all directions. And campaigns to encourage more women to get on bikes. Cycling infrastructure at particularly busy intersections. |
| 145 | Ensuring that as part of the points listed above there is a safe and secure area available for bikes to be locked when visiting venues. |
| 146 | Campaigns for motorists and cyclists on how to safely share the roads. |
| 147 | Safety education campaign for Inner West car drivers and pedestrians. |
| 148 | More bike lines that are separate from the roads, not just drawn on lines next to cars opening their doors etc |
| 149 | Make all cycleways separated (at least paint lines) on pathways. |
| 150 | 1. Cycling paths that have been built don't connect to anything and are slow/dangerous. It is safer to stay on a street where a car understands your position than these peacemeal bike lanes that spit you back out on to the road or illegally the footpath at random points.  2 .At almost every intersection with a bike path, bikes are forced to mount the footpath and navigate crossings with pedestrians. This is slow and dangerous. All intersections must be redesigned and built for an bike. If you don't have space to do this cyclists who commute will stay on the road.   Done poorly is better worse than not done at all. It almost feels like they were constructed for appearance sake and one off recreational cyclists who want to try them out, not for actual use them to get anywhere. |
| 151 | The biggest problem is driver behaviour, especially in high risk areas. |
| 152 | We all Use our bikes but it’s not always convenient. The roads are for cars . The connecting cycle ways are great thorough the parks and that’s what they should focus on. Not on the street. Inner west is congested as it is and they have tuned out already limited roads with these bikes lanes making local traffic and parking a complete nightmare |
| 153 | Work with rta to ensure all car drivers know the rules...distance around bikes etc...make the "give way to pedestrians at intersections/ turning" apply to bikes as well...especially recommend that cars give way when turning a corner crossing a bike path like they do in Denmark. |
| 154 | Add in more about safety. Particularly aggressive riders.  Also put in something about encouraging, prioritising people being able to enrol closer to home. More likely to ride to work if it’s not 45 mins away by car/train etc. |
| 155 | Look at subsidies for families with multiple bike riders, especially parents with children under 5. These families need extra support to add extra safety seats and equipment for riding with their little ones. |
| 156 | Link cycleways clean debris off cycleways |
| 157 | 1 is very important to me |
| 158 | Make sure all key stakeholders and decision making councillors have been out riding the paths to see for themselves what works and what doesn't work |
| 159 | These priorities are great! |
| 160 | Help to educate non-bicycle users on the rights, responsibilities laws associated. With bicycle use and respect on the road and community |
| 161 | It would be helpful to have a targets for % increase in women riding given the incredibly low rates currently |
| 162 | On 2): I am from the Netherlands where cycling infrastructure has over time (since the 60s) has slowly but steadily become a key consideration in urban planning and the design of (road) infrastructure. I would like to see that happen here. What I want to see more of is a design like along Campbell Road from Sydney Park towards Mascot, where the cycle way was a key part of the design. |
| 163 | One continuous network. Quite often the track finishes and I have to be on the road. |
| 164 | this needs to be the number one priority: 1. Connect the bike network to make bike riding low-stress and convenient and increase the number of people riding a bike |
| 165 | the main roads are dangerous to ride on, so ride on the pavement ? walkers don't know what the blue line is and abuse me. The kerb is full of water, pot holes and car doors.  cycle lanes stop and where do you go now ? cycle lanes go West when you want to go North Google maps take you up hills on Cycle routes ! |
| 166 | Sounds very comprehensive and covers all the key elements |
| 167 | These are excellent. Covering both long term and short term, both infrastructure and 'soft' measures, and both internal/organisational and community spheres. Strongly supported. |
| 168 | Nothing to add. I agree with the above, in particular about increasing safety for cyclists. |
| 169 | These are all means to various ends. I think we should have KPIs like percentage of school, work and shopping trips by bike, number of bike and ped accidents per year, km of protected active ways. |
| 170 | Protected bike lanes which link to other existing lanes and provide an alternative/equivalent to major car roads |
| 171 | The number one priority is infrastructure. There is no point encouraging people to ride until the bike lanes are actually built because at present, it just isn't safe to do so. |
| 172 | Looks goid |
| 173 | Bike paths on busy roads. Quiet streets are already safe so busy roads are where rhe biggest benefit is. |
| 174 | If these could be achieved that would be great |
| 175 | I have been riding bicycles since a child and continue to do so as a 61 adult. All of the above will help encourage more to cycle safely. Given the nature of the bicycle, slow uphill and fast down hill(and Sydney being hilly) bike lanes are needed going uphill. A shared road/car/bike version downhill. Given this, having a limiter on electric bikes is insane and makes bicycling more dangerous when sharing the road as average speeds for Sydney is 30/40kmh which is easily attainable on an unlimited electric bike avoiding dangerous passing situations and making life safer for all. |
| 176 | Happy with these priorities |
| 177 | I used to live in city of Sydney lga and always felt safe to ride. Riding in inner west lga is very dangerous and stressful. Safety needs to be number one.  You also need to connect your network to the other lgas networks. |
| 178 | Reduce car trips and traffic volumes by replacing car trips with bicycle trips and by actively discouraging car usage through lane reduction, road closure and bicycle prioritisation. |
| 179 | Educate and inform the community about shared pathway etiquette. Riders appear more aware about other users of shared pathways, but pedestrians, dog walkers and vehicle drivers seem less so. |
| 180 | Ultimately there is a need to prioritize between cars and car parking and cycling. Please prioritize the latter |
| 181 | Connecting the bike network should definitely be a priority. So many times I bike on a bike path that just disappears completely so you have no other choice than going on the road, or it merges with the footpath. Bikes and pedestrians should always be appart, a bike path that is shared with pedestrians is not efficient, and dangerous for both pedestrians and bikes. |
| 182 | cycling has to be convinient for people to stop driving, making more cycling paths and putting up sighs to remind drivers that we all share the roads is important, i think the biggest priority is the shape of the roads that we are all riding, fixing roads and potholes and having safe roads can be implemented just by having the council check on the deteriation. i find that riding on the left hand side of the road can be dangerous just due to the condition of roads for example addison road and roads adjacent and nearby tend to have damage on the roads. |
| 183 | A. Safety is not the only metric of a good cycling network. We need to be striving for the Dutch standards found in the CROW manual (please read this urgently!): 1) Directness (route time and distance), 2) Safety (minimising conflict with vehicles and ground tactility), 3) Comfort (Evenness, smoothness, preventing time loss, and separation from pedestrians and vehicles), and 4) Attractiveness (well-lit, visible, and well-maintained). B. Cycling and micro-mobility infrastructure should not only be positioned as a need for residents and commuters. Please acknowledge economic and business opportunities for a good, direct, time-efficient network. |
| 184 | Many potential riders are reluctant to cycle because of the perceived risks. Council needs to do everything it can to make cycling seen to be a safe means of personal travel and a highly valuable part of a healthy lifestyle. |
| 185 | Education programs for drivers |
| 186 | More customer centred design / customer interviews and involvement in the process |
| 187 | Publish info on what you are doing in this area |
| 188 | Very prominent clear signage is needed for cycleroutes.eg I rode from Tempe to doctors at Summer Hill & got lost many times. The linkage between apparent safe sections is dismal where I ride from Tempe to Enmore or Tempe to St Peters. |
| 189 | Shared footpaths. Enforcement of 1 metre rule on motorists. Fix potholes |
| 190 | Consult with successful overseas cycle network designers. They’ve already done the research and have the data.tk |
| 191 | These 5 points are great! My only addition would be to educate (car)drivers on accommodating cyclists on the road, their rights and responsibilities and to encourage sharing the road. |
| 192 | These all sounds great. The key is to ‘walk the walk.’ |
| 193 | A key factor is education of drivers (and riders) to make road sharing safer and more enjoyable for everyone. |
| 194 | Car and pedestrian education and awareness is almost as important for safety as rider awareness and they remain a large threat/impediment to cycling (be it pedestrians walking out onto paths not looking, cars tailing or turning across routes, car door opening, general aggressive behaviour by drivers etc.). Possible legislative changes to bicycle rules eg. look into Idaho stop (https://www.vox.com/2014/5/9/5691098/why-cyclists-should-be-able-to-roll-through-stop-signs-and-ride) |
| 195 | there is nothing in here about educating drivers and pedestrians to look after all our safety. |
| 196 | Develop strategies to assist pedestrians, drivers and cyclists to be respectful of each other's right to use the road. |
| 197 | 'The above ideas are great  Important priorities I think are missing are these two (sorry just rough thoughts) 1. Bike rack installation: Petersham Town Hall has perfectly installed bike racks, however... I would like a consistent guideline over the entire LGA for all bike racks to be installed in concrete. Exposed bolts can easily be unscrewed making it easy for thieves to steal bikes. My sister-in-law had her bike stolen because of this issue. It's probably too expensive to fix all existing bike racks but I would like to see a proposal to have any NEW paved areas with NEW bike racks to be installed in concrete. reference: Embedding an industrial bike rack in concrete offers the best security against bike thieves.https://www.reliance-foundry.com/blog/industrial-bike-racks 2. Use the Laneways, please - They run along most main/busy roads - They Complement separated bike paths I love riding laneways to avoid cars. Cars often can't drive too fast in a laneway, so they are already an advantage for bikes.  I would like to see rules change so bikes can ride against the traffic. I would like clear signage to alert and inform cars that bikes have the right to ride in both directions. Fowler lane Camperdown is a good example of poor signage makes drivers angry at cyclists. |
| 198 | No's 1 - 3 are measurable. No's 4-5 less so. No. 4 could do with more detail - in what way will cyclists be supported? In some way which is different to the implementation of the four other priorities? No. 5 "facilitate change":- from what to what? I get it about learning and sharing information. But what change is sought? attitude? perception? motivation to cycle? a targeted reduction in mode share by car? |
| 199 | I support all this |
| 200 | I’d like to see bike training track like the one that was removed at Sydney Park to teach children and new riders the rules of the road as well as a place for fun. It makes us all better rid es and pedestrians and drivers |
| 201 | '- Encourage more community liesurely bike riding activities in the innerwest. - Improve local existing velodrome facilities or build one to minimise the number of 'fast' 'cycling groups on the busy innerwest roads and encourage them to utilise the velodromes instead (away from the busy accident prone streets). |
| 202 | Enforce penalties against bad driving in relation to cyclists, e.g. close passes |
| 203 | I think looking at local road space allocation in line with Transport for NSW modal access hierarchy would be good to include as a principle. It is also important that the cycle network avoids conflict with other users, i.e. pedestrians and motorists. The best way to do this is to seperate the infrastructure. I’m not sure that is quite captured here. |
| 204 | Focus on commuters too, so that practical bike paths are implemented in areas where you really need them and so that they are useful (i.e. on really busy uphill roads) rather than what happened to Wilson Street, where the City turned a beautiful community of riding legitimately and safely on a backstreet into emphasising that bikes should not be on the roads. The design of that bike path is now more dangerous than the road, as bikes have to give way to cars turning onto Wilson Street, and those intersections are paved with a smooth and slippery surface right where you need to stop. |
| 205 | I think the bike network could be better connected to existing sections |
| 206 | Ensure that existing bike infrastructure is safe to use. Some of the new cycle paths including Livingstone Rd have many obstacles, unsafe (and inconsistent) intersections with roads and are not regularly cleared of debris |
| 207 | Culture change amongst the broader community, to normalize cycling as an alternative and increasingly important mode of transport. |
| 208 | No comment - these look good. |
| 209 | One contributing factor to rider safety Id the fact that out v cycle paths here in Sydney, do not connect seamlessly. The law in our state does not v allow riders to ride on footpaths, even for the shortest of distance . The laws reading this must fall into line with other states . The law should include, a legal right to safely travel with pedestrians. Riders c who travel unsafe should be penalised. |
| 210 | No additional comment |
| 211 | All points sound good to me. Maybe more public education on cyclist safety and right to be on the road |
| 212 | All intersections on existing cyclelanes to give priority to cyclists. The Wilson Street lane is so dangerous. Make the intersection stand out so drivers know there is a cycle lane crossing!!! Make all zebra crossings on cycle routes bike accepted with signs allowing bikes. Listen you your BUGs they have the beat knowledge regarding infrastructure and how to make cycling safer and more accessible |
| 213 | Invest in monitoring and maintaining bike trails: often there are overhanging branches or debris piles up on cycling routes that make them unsafe. |
| 214 | I'd like the first priority to include a focus on commuting routes as well. |
| 215 | There are too many shared paths and cycle ways that ends abruptly and leads into busy roads where you are forced to either get off the bike to take it somewhere safer and quieter or illegally ride on the footpath when it was 10 metres up the road legal before. The strategy needs to look at holistically what it's like for riders of all abilities to ride. Because the stronger infrastructure you have there would lead to more riders that feel safe to ride more and use less cars and other means of transport |
| 216 | Bikes should not be slowed down vs car with extra or slower lights. I don’t want to trade safety for speed. |
| 217 | Do something quickly to create a network. Then build permanent. This has been effective in other cities. |
| 218 | I completely agree with the above strategies but I think it would also be important to prioritise keeping bike paths/lanes clear. They cannot be used if full of glass and other road debris, or have trucks parked across them. |
| 219 | They sound great |
| 220 | Acknowledgement of the significant variation in people riding bicycles (and tricycles etc for those needing further support). This is reflected in often poorly claiming "shared paths" as equivalent to "cycling infrastructure" for transport purposes, insufficient space/protection afforded to those riding bicycles etc. |
| 221 | It is good that the strategy will make cycling safer as currently many motor vehicles speed along roads or do not pass safely |
| 222 | All are important, hard to say which one should be the priority. Certainly No 3 is very important but you need NO2 to be embraced by Maintenance and Construction sections. Rapid repairs to pavements are essential and should not rely on reports from cyclists to get any action. As for No 5, I feel that there are too many different bodies/people to deal with to get any rapid improvements. Council should bite the bullet and get on with improvements within their control. |
| 223 | Connecting the bike network is very important to me, making it as easy or easier to drive would be great |
| 224 | Please go ahead and increase the infrastructure to suit larger quantities than currently exist - my understanding that with cycling once you put the infrastructure in the users will follow (not the other way round) |
| 225 | Encourage residents to use active transport for commuting and recreation (Get out of your cars)! |
| 226 | These are great strategic priorities. Bring it on as fast as possible. |
| 227 | I think they are too vague. there needs to be separated cycleways, education towards the public on where someone can ride and the rules including that there exemptions towards adult riders that can cycle on the footpath that is not a shared path. also on bike safety. |
| 228 | I live in Camperdown. I can cycle east but not west. My understanding is that the inner west has next to zero cycling infrastructure - with the possible exception of a route through Marrickville. Please develop some cycling routes that follow the train line. |
| 229 | Ensure the infrastructure works. Bike lane traffic lights shouldn’t only operate every few light cycles. |
| 230 | think priorities cover all the bases |
| 231 | Safety and convenience are the biggest two. As a newer rider, one of the biggest barriers to getting out more is uncertainty about the safety of a route, and knowing that cars will not be tolerant if I make a mistake or get lost |
| 232 | Reword to explicitly include people riding tricycles |
| 233 | Great, more bike paths please. Close parts of summer Hill to cars |
| 234 | Agreed |
| 235 | Recommend adding one about council planners learning best practice cycleway design from overseas. Recently built cycleways are quite poor, eg Carrington Rd where bikes must give way to side streets which defeats the whole purpose |
| 236 | Regional planning involving the state government and other councils, alongside community groups, needs to occur so we can develop an integrate cycling network for Sydney.  Prioritise cyclists over cars - existing ‘cycleways’ which are the metre or so in the parking lane between parked cars and traffic are not cycleways. |
| 237 | Makes eminent sense |
| 238 | These are the key priorities. You also want to make cycling safe so cyclists don't use footpaths and put pedestrians at risk. |
| 239 | Promote road safety for drivers |
| 240 | Make information on the network more widely available. Organise more cycling events to raise awareness and encourage uptake. |
| 241 | Definitely connecting up the network would make things so much easier! Some of the new bits are great but could connect better - for example the new cycleway on Longport St connects to the Greenway well but the connection with Summer Hill is poor. You get a couple of metres of shared path which then stops abruptly with no safe way to transition to the road so it's unclear where you're meant to go. |
| 242 | I am of the view that the IWC is currently insufficiently resourced to achieve these priorities. The Council covers a large geographic area so it needs a considerable team of staff to make this happen. |
| 243 | Support the sport of cycling by providing facilities and approving road closures for events. |
| 244 | Perhaps gathering data from fitness applications or other sources might show you where people are riding at peak times and on weekends in our area. If not possible then asking bike commuters what routes suit them |
| 245 | Think we have to make sure bike paths are connected - atm it feels they are random and therefore cyclists forced to go on busy roads . Also bike parking needs to be factored in |
| 246 | Would like to see driving interconnectedness between IW network and NSW/other council networks explicitly referenced as a priority. |
| 247 | Assist in influencing change of opinion on cycling with the general public- begin pushing as a primary mode of transport with motor vehicles secondary. |
| 248 | Would it be possible to include something about driver education here? |
| 249 | The linked-up bicycle networks are important, but even more important is making local streets safer for people of all ages to use as riders or walkers, so please prioritise making local streets slow speed streets, especially around parks, schools and other community facilities. |
| 250 | 1. All streets should be bike friendly, as far as possible, not just a “cycling network”, since bicycles are a legal form of transport and should be provided for on all roads, within reason. Road hierarchy is, according to Transport for NSW, walking, cycling, public transport, commercial then private cars. Need remedial works on many streets and particularly at junctions to improve safety and access, as well as a connected network of bike paths or separated lanes. A Lower urban default speed limit should be a Council priority, and a reduction in community car use. Develop a Local Traffic Neighbourhood policy to reduce and divert through traffic in local streets. Strong advocacy for cycling from the Mayor. 5. Unclear as to what change you are referring to. Change to community attitudes to excessive car use, sustainable transport, cyclists…? Need something more definite. |
| 251 | I agree that Priority 1 (Connect the network) is the first and most important aim. People perceive the convenience / safety of the whole route as equal to that of the most difficult part of it, so unconnected improvements are of limited value.  I don't think Priority 3 (short term mitigation measures) should be a priority in its own right. It is essentially an action that falls under "Connect the network". Tactical short term improvements like pop up cycleways are still aims to connect the network while more long term solutions are developed.  Priority 4 (Supporting people) should include mention of supporting businesses. This could include actions that help business encourage employees to cycle to work or for business purposes, such as fleet bikes, rates offsets for businesses that provide end of trip facilities. |
| 252 | Please please please consult with cyclists in your plans - the changes made to the livingstone road bike lane have made it unusable and there are many examples of difficult to use bike infrastructure that could be improved with cyclist input. |
| 253 | I think connecting bike paths is an area that needs a lot of attention. I can see new paths are being put in, but they're short and spit cyclists back out on the road. There is no consistency with routes, and sometimes I wonder why money has been spent on new paths that don't even seem to be problem areas for cyclists eg. the new short lane along Carlton Crescent in Lewisham/Summer Hill. |
| 254 | Could you also look at safety at intersections especially on the many busy roads in the inner west that are used as 'rat runs' for cars trying to avoid Parramatta Road. Also an education program for the community to expect more visibility from cyclists? There are some people (sadly) who are not ok with the idea of more cyclists on our roads so something to gently nudge them to a higher plane would be great. Cyclists and motorists can co-exist! |
| 255 | It would be great to see cycle parking and bike storage alongside end of trip facilities embedded in planning controls. |
| 256 | Prioritise the speedy delivery of simple and low cost improvements along existing bicycle routes. Ie. Wider and smoother and more convenient kerb ramps, clearer wayfinding / green paint /shared path markings. |
| 257 | These are great! In addition, suggest it's worth being clear that the focus includes supporting children and young people, and older people and people with disability in riding bikes. This would then flow through to relevant objectives and actions e.g. connecting the bike network (1) and improving safety on popular routes (3) should include paths/routes those close to schools, early childhood centres, aged care centres, disability group homes/day programs etc. |
| 258 | Active modes of transport are required for a sustainable city and for future population growth. I believe a priority around 'prioritising active transport in planning' should be incorporated. |
| 259 | I believe that a safer bike network is largely contingent on better driving and awareness; perhaps an advertising campaign that helps to educate safe passing distances and helps to lower unnecessary aggression towards cyclist.  I also believe end of trip facilities are key for encouraging greater take up of cycling. Perhaps there could be incentives for employers to improve their end of trip facilities. |
| 260 | I generally agree with the priorities of the Bike Strategy, except that I think this should incorporate climate action and emissions reduction potential, advocacy to other government bodies (police, Ausgrid, Auspost and other delivery companies, Sydney Water, paramedics etc.), schools and their P&Cs, and the business community.  I also think the Bike Strategy should have explicitly high modal shift targets, and a plan to get there. The ITS transport hierarchy should be properly implemented. The emissions implications of the current trajectory for transport should be mapped. Real emissions reductions should be the focus, rather than offsetting emissions from private vehicles, or even commercial vehicles. |
| 261 | These are all excellent priorities; if you manage to hit all five you'll have done well. Most important to me is a) a properly connected cycle network that is fully thought through, and b) better communication with cyclists before infrastructure changes. The recent bike lane addition to Livingstone Rd is a howler, who asked for that? |
| 262 | Make riding on road safer. These priorities seem to only focus on cycling on a dedicated bike path/lane and not on the road where we currently cycle. |
| 263 | A key priority for me is ensuring proper integration of all cycleways as at the moment it is disjointed. Particularly between council boundaries or else being forced onto busy roads and intersections |
| 264 | Make it more difficult and expensive for people to use cars for trips they could make by bicycle. |
| 265 | There seems to be a focus on cycling routes and/or the network. Please don’t forget that every street can be ridden on, but especially residential streets. These forgotten streets are where people live or visit. It’s crucial that these streets are made safe for cycling. |
| 266 | Having separated cycling paths that connect up to the major cycle ways would make people more likely to ride to school or to work, as they feel safer. Incentives for riding/purchasing bikes will also increase uptake. I would like to see in the future, main roads to have separated cycle paths (similar to the M7 in Blacktown) or if possible have these separated and shared pathways that run along all train lines in the City rail network.Thanks |
| 267 | Prioritising cycle ways to decrease vehicles on roads. Making cycleways safer for kids. |
| 268 | I think that providing the opportunity for cyclists who ride in (or through) the LGA to express their needs and identify their concerns is a good start. This should inform all perspectives on planning a cycling strategy. Next, I think an inventory should be taken of existing cycling infrastructure within the LGA. For example, the former Marrickville council area has a lot of infrastructure dating back to the 1996 bike plan, some of which is still used by cyclists. An inventory would allow council to explore the existing infrastructure with a view to retaining and adapting some of it or to discarding it. Next there will be a need to identify and to promote important regional and local routes to build a seamless network, and to enable points of connection with other councils' bike networks. Adopting a "bike-centric" approach throughout council will minimise the chances for misunderstanding between departments, and will ensure that active transport is considered in all council decisions. Supporting cyclists, especially those who are new and inexperienced, will rely not only on the provision of safe infrastructure, but also on the promotion of, and provision of information about, the cycling strategy and the bike network. A map of the major routes, the existing bike infrastructure and safe quiet streets for cycling would be ideal. As would a guided rides scheme to introduce new riders to the network. Cooperation with BUGs within the LGA as well as with other councils and other cycling bodies will be extremely important. |

| **These priorities will be underpinned by actions council can take to achieve the priorities. What actions could Council take to accomplish the priorities?** | |
| --- | --- |
| 1 | Make proper marked off bike lanes |
| 2 | Remove on street parking from Norton st and replace with bike lanes. Review your bike rack strategy. Racks are not needed in places where the owner is near their bike (like a tennis court). Bikes racks at public transport need improving. Leichhardt north light rail bike racks are a disgrace. In a dingy dark corner inviting vandalism and theft. Look at Petersham station for a good example. Try to get drivers to understand that the more bike lanes and bikes there are, the less congestion, pollution and obesity there will be.  Reinstate the bridge over vic road that has severed Lilyfield from the city.  Connect cooks river to the greenway with better bikes lanes and signage. (Current signage is incomplete and impossible to follow). |
| 3 | Eliminate helmet mandates. |
| 4 | While building the network it would be helpful to have some roads made easy to connect to the major cycle paths (Cooks River, Bay Run) etc. so that people from different suburbs can get to those easily. Alternatively, Council could publish on their website suggested routes to get to those places from different suburbs. |
| 5 | Strategic mapping of safe cycle routes across the LGA and investment in signage. Installation of additional cycle paths and cycle lanes across the LGA. |
| 6 | Fixing the road surfaces to make them safer! Given the unpredictable nature of Sydney road surfaces I use hybrid wheels on my bike but have still fallen or almost fallen after hitting (or having to dodge) significant cracks and holes in the road.  Behaviour change campaign. In my experience, many car drivers are not accommodating or sometimes openly hostile towards bike riders sharing the road. I'd like to see a combination of punitive and educational measures for non-compliance. Free, secure bike storage at train stations. I currently do not feel comfortable leaving my electric bike near a train station so I can complete my commute to the CBD. |
| 7 | Reducing speed limits especially on Fredrick street, including more separate bicycle paths |
| 8 | Be prepared for major push-back from car drivers and RTA who only pay lip-service to active transport. Commitment and buy-in from local MPs and transport MPs will be required. |
| 9 | Prioritise completing the Greenway and work with other Councils and government to make it happen. |
| 10 | Talk to cyclist early and often. Ask for feedback on new infrastructure and be prepared to make changes when you've messed it up. |
| 11 | Invest in cycleways as a priority, not as a secondary consideration. Don't shunt cyclists to backstreets because it's more convenient for cars, make the cycleways the easiest way possible to get somewhere |
| 12 | Make clear, contiguous cycle routes that are safe, particularly around busy roads. |
| 13 | Review all existing cycle infrastructure and ensure access ramps on and off cyclepaths when they begin / end plus clear signage so the cyclist knows what to do next. Perhaps the people planning work could actually get on a bike and ride the routes too instead of doing it all from a desk. |
| 14 | collaboration, engagement (like this one!), education |
| 15 | Create 30 kph limits on all residential streets to encourage safe riding by children (and adults) in tehir local residential areas. |
| 16 | If Council does bike lanes, do them properly or not at all |
| 17 | Support and provide a bike route along darling street joining Balmain rozelle and Leichhardt and all schools markets shops fitness centres doctors etc etc |
| 18 | Create temporary cycle lanes in hazard zones until permanent ones can be installed, have some kind of open/community day centred around cycling for all ages and all abilities, consult with state and federal on incentives (bicycle rebate for workers?) to encourage more cyclists, ensure that cycling advocacy groups are consulted at all relevants levels of planning, especially drafts to avoid blind spots and ensure proper process. |
| 19 | Install local "bike stations". A bike designated space with an air pump, drinking water for refillable containers, racks to lock your bike whilst we go shopping, shade, local map of routes, toilets! |
| 20 | Ensure that inner West cycle ways intersect with other surrounding council cycle ways to help with commuter and recreational cyclist journeys and ensure these are sign posted clearly |
| 21 | Partner with local bike shops (eg glow worm) as hubs for support and training. |
| 22 | Protecting cyclists requires 30km/hr zones for instance on Marrickville Rd. A pedestrian and a cyclist will most likely live a car going at that speed collides with them. As you move up towards 60km/hr, the likelihood of death increases at a very significant rate. Actively keep some through roads as bicycle friendly routes with 30km/hr protection and send all other traffic via specific 60km/hr routes. You have to try to stop local traffic from making short trips. We are the inner west. The capital of green. Why the hell do cars get such never-ending priority?! What a pitiful example we are. |
| 23 | Prioritise bike lanes on main thoroughfares like railway pde petersham, Addison rd and Victoria rd marrickville, Alice street newtown |
| 24 | Planning cycle routes and connecting the gaps.  Proactive promotion of active transport. Bicycle infrature, e charging stations, increased secure bike racks at station |
| 25 | Run clinics for things like bike maintenance, how to see your bike as a mode of transport rather than a leisure toy, cycling road awareness, Conduct bicycle tours of the community Conduct initiatives educating the population about the danger of close passes Be more open to creating more temporary measures of increasing cycling infrastructure like pop up lanes and quiet streets that's skewed more towards experimentation alongside the larger scale projects |
| 26 | Work with RMS to ban shared pedestrian and bicycle paths and keep bikes off the pavements. We currently have laws that say no bikes on the pavement, because it’s not safe for pedestrians and bikes to share, plus pavements have too many curbs and obstacles to make cycling safe, yet some designate ‘shared paths’, which lead cyclists to believe that riding on pavements is ok.  There are also some junctions, where bicycles don’t activate the green light sensors, so running red lights is the only option. Keep I’m mind you have several different types of cyclists - cautious, just trying to stay active but afraid of traffic, commuters trying to get as quickly to and from work as possible, sports cyclists going longer distances in all their Lycra and couriers, typically on electric bikes delivering food. Only the first group are safe to mix with pedestrians, the rest do not. I’m a commuter cycling to Leichhardt every day. |
| 27 | Continue to add protected bike lanes and signage where viable Focus on linking up existing cycle lane infrastructure |
| 28 | Increase signs to show cyclists when and where to use bike paths, shared paths and roads. As noted in priority 3, a completely connected network takes time - at the moment, it's often hard to know how to connect different sections of bike routes, and what to do when reaching the end of a bike lane or shared path.  A localised marketing campaign would be great to tell motorists they're on a road that's designated as a bike route - the painted bike signs on the road I think do little to actually communicate this. |
| 29 | Build as many separated cycle lanes as possible, in place of car and parked car lanes. |
| 30 | Provide staff resources for a dedicated cycling network team of transport planners, engineers and project managers. This would improve capacity and ability to attract increased state government funding for bicycle projects |
| 31 | .Firstly, complete the routes already scheduled. Again Addison Rd is an example, but also RR2 and others. Secondly, look for simple route connections. For example, Edinburgh Rd already has a length of shared path, but there is ample room along the south side of the section from Sydney Steel Rd to Bedwin Rd to put a shared path, which would then connect Marrickville to City Of Sydney network using the new cycle bridge and Campbell Rd. |
| 32 | Make cycling infrastructure more conspicuous so that road users and pedestrians understand when cyclists will be present and what to expect. |
| 33 | As a concerned cyclist, I spoke with a surveyor who was in our street (Callan St, Rozelle) to replace the road after the Metro had been through (March 2022). I was surprised to learn that it only meant 'putting back half the road' - the bit they dug up! We discussed cycling safety issues and he agreed the solution was not ideal (he agreed that Manning St near the small power station was very dangerous for cyclists). Is it possible for Council, the RMS, Metro, and WCX to combine resources and bring our streets back to their pre-construction days?  What about some more street lighting so we can see the holes in the road? |
| 34 | Road surfaces need to also be improved eg croydon road to allow safe cycling |
| 35 | Pay more attention to the road surfaces and fix the roads quickly. Make sure that the bike lanes link up and that extended hills have a bike lane, as this is when we are slower than cars. |
| 36 | See above - driver awareness of road cyclists through improved signage and marketing. Road maintenance that considers cyclists such as quick pothole fixes |
| 37 | A campaign focusing on driver awareness and behaviour would be awesome. |
| 38 | The cheapest and fastest thing I can think of is better wayfinding and on-street markings to make it clear to everyone where the bike routes are. |
| 39 | Go all in on bicycle infrastructure everywhere. |
| 40 | Look at what has been done in other countries where cycling is more widespread such as Holland, Scandinavia, Germany. Even London UK is safer and more accessible for cyclists than Sydney. |
| 41 | as above, a priority around reducing risks in the physical environment lends itself to action to identify, prioritise and remediate risks. |
| 42 | Build cycleways on busy streets. It's not good enough to build on a back road out of the way- all this does is make bike trips circuitous and hard to navigate. |
| 43 | To improve the feeling of safety, traffic calimgand pedestrian crossings around road junctions. Divided roads where bike lanes are not part of the on street parking. End of trip facilities where bikes can be kept safely. I currently commute to work, the reason i can do this is i store my bike at the office and i don’t have to remove all the bags and lights when i am at work, otherwise it would be too inconvenient |
| 44 | Can't ride from Inner West into city via a safe, separated bike lane. Fixing this should be priority #1, by adding separated lane on lilyfield road or along light rail line Add a bike learning space for kids at Callan park, similar to one at Sydney park. |
| 45 | Start looking at bike paths from a riders perspective. The people designing paths don't appear to ride bikes |
| 46 | .Subsidised safe riding/intro to riding courses, reduce speed limits for cars where appropriate, use City of Sydney's learnings in developing cycleways, influence state government members to get on board |
| 47 | Create bike lanes |
| 48 | Make sure it is not just a talk fest! Engage with the community |
| 49 | More segregated cycle paths |
| 50 | Unfortunately I don’t know as I have no idea how council works. |
| 51 | Communicate and advertise Why land is not being released or allowed to be used by cyclists. Eg the green cycling/road path between cooks river and iron cove. |
| 52 | Take a more aggressive attitude towards the RMS, in much the same way as using garbage trucks to blockade the airport years ago, perhaps blockade Westconnex, reason and logic has had it's day! |
| 53 | Bike racks more places & more paths for cycling. More public Ed /public campaigns about how all of society benefits when people ride … and drivers should appreciate cyclists for opting NOT to put carbon in air |
| 54 | Make roads more bike friendly - bike lights, easy crossing etc |
| 55 | Add safe cycling lanes to most of the streets & roads |
| 56 | Provide financial incentives for people to ride and/or financial dis-incentives for people to drive. |
| 57 | I commute by bike 5 days a week. So... maintain existing paths (e.g. ANZAC bridge shared path on the IWC side), remove physical barriers on shared/cycle paths which make cycling more difficult on longer/cargo bikes. Driver education on cycling related road rules. Think of pedestrians/cyclists first before cars when designing new infrastructure. Please look at cycling infrastructure in The Netherlands & implement the same model here. |
| 58 | '- Prioritising cycling facilities. - Allocating more bicycle mounting racks on side walks, more popup cycleways. - Providing more publicly available bicycle storage sheds,  - Including bike racks on buses. |
| 59 | Immediately place cement barriers to test the water |
| 60 | Develop an awareness/marketing campaign to mass promote the benefits of cycling in the community. Digital Storytellers or Publico could help with this as they are forward thinking social enterprise marketing groups that Like to promote these things. |
| 61 | Create additional physically separated bike lanes, and link isolated bike lanes together instead of having them end abruptly. |
| 62 | Phase out on-street parking (private storage on public space). |
| 63 | educating aggressive drivers |
| 64 | I’m keen to see more separation between walkers / runners and cyclists. I’d also like to see penalties for walkers / runners deliberately obstructing cyclists. I experience this regularly |
| 65 | 50% discount on rates for cyclists! |
| 66 | make smoorher roads on the edge of the road |
| 67 | Communication and building infrastructure. |
| 68 | Build more separated bike lanes. And when doing so, making sure that the bike infrastructure all connects up, rather than being random bits and pieces that go nowhere. Also, more bike parking at places people actually go! Please do not just paint bicycles on the road, not only are they confusing and meaningless, but studies have shown that they actually make things more dangerous for cyclists. Painted bike lanes are little better |
| 69 | Paying attention to about how roads are navigated by bikes, and the practicality of actually using the ifrastructure that is put in place |
| 70 | Develop a strategy plan with clear action items and timeframes. Make it a public document for transparency purposes. |
| 71 | The bike network needs to acknowledge different types of riders with different needs. Commuters will not use excessively windy bike route through back streets, often requiring much stop/go riding as it crosses main streets. |
| 72 | bike courses like the one COS does at Sydney Park |
| 73 | Cycling policy should be aimed at supporting a cycling culture. Unfortunately, current policy is too dominated by those wanting to cycle to work. Hence the focus on expensive separated bike lanes heading to the CBD. That won't get kids cycling to school or other people cycling to local shops or to visit friends. That's where the focus should be as these are the most trips we all make each day. |
| 74 | Widening footpaths where there is a shared cycleway. |
| 75 | Maybe have a meeting to discuss bike track safety & etiquette on shared tracks. For example on the track along the Cooks River in Marrickville, there are people walking, supervising little kids on scooters or little bikes, or pushing proms as well as cyclists |
| 76 | '- the signage for bike paths is lacking and when present can quite confusing.  - increase bike path signage - changes to routes are not well publicised - increase shared pedestrian and cyclist paths to connect bike paths - associate metrics with each of these priorities so that the council can self-assess the progress it has made towards these goals. - try to ensure the priorities are actually strategic goals |
| 77 | All new building permits must include areas for bicycle storage, access and egress above car parking(car share only)  All transport planners must undertake bicycle rider training  Education provided for children and adults to ride safely and confidently  Charge for car parking on street unless car is used for car share  Promote sharing space 30km hour in all narrow streets. (Where footpath less than 900mm make roads a shared space for pedestrians, bike riders and cars) normalise active transport |
| 78 | Building more cycleways |
| 79 | See above |
| 80 | Community meets? |
| 81 | Priortise cycling and funding for safe cycleways. Be quicker when delivering projects, the lack of responsiveness and snail speed of Council officers from the Traffic Team is terrible and commented on by many ratepayers. |
| 82 | Using a safer permanent cycling infrastructure using uni-directional as standard. See Copenhagen infrastructure as precedent |
| 83 | Billboards and regular press to increase bicycle awareness for all road users Provide bikes and training so that Council employees can cycle to any off site meetings in the LGA. Lower the speed limit in the LGA to 40kph Provide significant and secure cycle parking convenient light and heavy railway stations and other transport hubs to enable local resident to cycle 'the last mile' |
| 84 | Active interventions to slow motor traffic on suburban streets |
| 85 | education for drivers to be more bike aware |
| 86 | The Council should stop imediately making bike lines. |
| 87 | Widen paths if possible and make them shared. Improve connections. |
| 88 | Be radical and implement dedicated cycle paths along major suburban roads. e.g. create a cycle path the whole length of Darling Street by reusing parking space on one side of the road. People will initially be upset at the loss of parking but then will find that parking spots are still available as less people drive, biking instead. This is the only real solution to enable safe riding for kids or parents with kids on their bikes |
| 89 | Cycleway promotion days |
| 90 | Create linked cycleways so people can actually get about, not just go for a pointless bike ride on a shared path. Shared pedestrian/cycle paths don’t work, as pedestrians hog the whole pathway. Even around the Bay Run, where there is a separation of pathways, pedestrian still think it’s their god-given right to walk in the cycle lane. |
| 91 | Ensure that where an on-road bicycle path is necessary, that it isn't placed as a secondary concern to cars. eg. Don't make the on-road bike path in the zone where parked car doors can be opened. Don't let the bike lane disappear at a roundabout, make it absolutely clear that the cyclist riding into the roundabout has a right of way. Use green paint to clearly delineate bike paths. Don't break up bike paths with stop/give way signs like the path on Carrington Road, Marrickville. Don't make cyclists the secondary users of road infrastructure. Where possible don't make a bike path part of a shared path. |
| 92 | Maybe some research into who is riding bikes and why, nature of trips, types of bikes ridden and what riders would do if they could, but they don't because its too hard or scary. Be very clear that riders are not just commuters or kids at the park Some consideration of more inclusive riding, and commercial riding. |
| 93 | Create seperate cycle lanes |
| 94 | '- Prioritise the development of safe bicycle infrastructure so it doesn't take years to be approved and built. - Improve road surface - the inner west has the most unsafe roads compared to other councils (cracks, potholes, uneven surfaces) which make cycling less appealing. At the very least, improve the road surface on bike routes or plan bike routes to use side streets that have safe, smooth surfaces. - Where bike symbols and bike lanes are painted on roads, don't put them in the door zone. - Publish a cycling map similar to the one by the City of Sydney - Run free cycling safety courses - Publicity and signage to educate drivers on cycling rules and safety - More signage allowing cyclists to use the whole road on narrow streets. While cyclists are legally permitted to use the whole road, cars often try to squeeze past when there is not enough room, or get aggressive. Signage such as on Wilson Street (in the one way section) in Newtown, or Lilyfield Road. |
| 95 | Most importantly, tackling intersections with other transport modes (road vehicles) to improve the connectedness and safety of bicycle paths. Bicycle and pedestrian paths should always be given priority, physical infrastructure needs to be built to assist in slowing down and stopping cars to create a safe cycle environment. Secondly, infrastructure for storing bikes (racks, lockers etc.) at activity hubs (high streets, public transport nodes) to support cycling as an integrated form of transport |
| 96 | see above make better use of available funds by improving existing road signage and better marking on road shoulders rather than expensive off road share paths |
| 97 | Consult bicycle user groups. Consult the Dutch. Ask the NSW government to ditch our mandatory helmet laws. |
| 98 | Integrate into Bay Precinct WestConnex development. Develop the at grade City West link along the light rail corridor. |
| 99 | More cycle paths. Lower speed limits for cars to 40 or under. More shared zones (like Eliza St Newtown). Improve and increase number of cycle and pedestrian crossings on main roads. Signs to raise awareness of cyclists |
| 100 | PSA to respect cyclists. More practical and connected cycleways that form part of a wider network. The wider network should be based on a clear and deliberate strategy. |
| 101 | Council should cycle along current bike paths or try plotting a route into the City from each Inner West suburb to realise how dangerous cycling can be and how there seems to be no regard for cyclists at the planning stage. Prioritise consultation with cyclists and have cyclists involved in Council's planning. Too often I see temporary bike paths which clearly have not been designed by a cyclist. |
| 102 | Increase bike parking both on street and at council managed destinations |
| 103 | Use pop-up cycleways to experiment with routes and treatments while improving safety quickly and cheaply. Trial low traffic neighbourhoods, modal filters and closing streets to through car traffic to leverage the existing street network in a more efficient way. Lowering the speed of drivers also increases the safety of cyclists and pedestrians Cycleways should have higher priority than on-street parking. |
| 104 | '1. Get a cyclist in the design team for cycling infrastructure if there isn’t one already. They currently seem to be designed by someone using planning software rather than an actual understanding of how people move through the city.  2. Incentive cycling for council workers and residents at council events. Reduced price or free ticketing for those who arrive on bike. Better end of trip facilities at council-owned or managed buildings. - - - Temporary road closures on weekends for cyclists and pedestrians, promoted as beneficial for business and using the opportunity to get attendees to ‘try a bike for a day.’  3. Some routes could be made safer by: - changing Carrington Rd so cars yield to bikes, not the other way around - Maintain bike lanes by sweeping and removing rubbish after rains and leaves falling. Building lanes isn’t enough, they have to be maintained - Creating a number riders can call to report people parked in bike lanes or skin bins, rubbish, etc left in lanes.  - Provide temporary to permanent lighting along routes that don’t have them - Improve the safety of the route along Edinburgh Rd, near the new Marrickville Metro, particularly under the bridge. Riding from Marrickville to get onto the Campbell St bridge is a nightmare. - Ensure that Transport for NSW and Metro contractors aren’t parked in cycleways or taking them over completely.  4. New cyclists need to be incentivised. Current cyclist need to be encouraged by obvious signed that infrastructure is getting better not worse. One cohort in the inner west that could be incentivised to road are parents dropping their children off. Active incentives like subsidised electric cargo bikes could be facilitated via partnerships with bike shops (Glow Worm & Omafiets) and participating schools. The current petrol price hikes pose a unique opportunity.  As for current cyclists, we just need to feel like there are repercussions for drivers who abuse or threaten us. At the moment, most cyclist don’t think the 1 metre passing law actually means anything.  5. As mentioned above, work closely with TfNSW and Metro to take advantage of new and existing rail corridors. No compulsory acquisition required and they usually go to the destination people use to get to work! Easy win!  6. The education of drivers could be achieved by: This could be done by: - actively discouraging driving in some areas such as Illawarra Road - creating a marketing plan to teach drivers about cyclists’ right and the responsibilities of drivers not to kill them \*Just 2 ideas but happy to expand on this |
| 105 | Work with existing institutions like schools and local businesses to drive cycling participation. Eg safe drop off zones at primary schools to encourage kids to walk or ride |
| 106 | Provide spaces for young children to ride safely |
| 107 | \*Stop/go lights for bikes at major Intersections \*Lights at bike crossing with button to be pushed to activate a stop light to allow for safe crossing \*restrict vehicles over a certain height from parking next to driveways and issue fines and loss of poi ts for not abiding by the restrictions and makesure it is enforced |
| 108 | actually enforce these restrictions mentioned above along with penalties including fines AND loss of points as people lives are on the line. Add cyclist stop go and turning lights at intersections many many cyclist do not abide by road rules and often cause accidents. People using g the roads for any reason should have an identifiable marking like a plate number on motirsed vehicles ie cars etc. Often Cy list cause accidents and keep going and there is no one to identify them when making a report to the police.  People usi g the roads to earn a.living such as food delivery cyclist should have very clear and identifiable markings and should have to pay a licensing fee as well as have insurance it is remarkable how many times I have seen these people ride against the flow.of traffic go the wrong way on one way streets cut cars off and cause accidents and keep.going. also many are ridi g electric bikes that go up to 30 KS per hour on foot paths even cyclist should be accountable for their actions I am a disabled rider I ride a ha dcycle and I am.making these suggestions I am sure others would agree. I don't think we people riding for exercise or pleasure or to get from one point to another should have tompY tonuse the roads but I do think people that are using the roads to make a living should be registered and insured and All bikes should have an clearly visible and unique identification plate incase they are ignoring the road rules or cause an accident and then leave the scene. They should be jsut as accountable as a motorist who causes an accident and leaves the scene |
| 109 | As a long term inner west bike rider, priority 1 is going well. Keep at it! |
| 110 | The council is building new bike lanes on Livingstone road which I appreciate, however the design of these lanes is TERRIBLE. Plants and trees have been planted in sections where the bike lane should be separated from the pedestrian footpath which means that bikes are forced to cycle into pedestrian traffic. In these sections the path also doesn’t give the option to cycle back onto the road instead (which would be preferable To cycling on a busy footpath). If you’re going to go to the effort of creating new bike paths please design them in a way that makes SENSE and consult with bike riders. Having as much bike path as possible should be the priority over planting some lacklustre looking plants and trees. It was easier to just cycle on the road before than ride on these ill thought out paths. Also, ideally there should be a bike path on both sides of the road accomodating just one direction of bike traffic (cycling in the same direction as the traffic). This makes it easier to get back onto the road when the bike lane ends or in instances where the bike lane hasn’t been designed well. |
| 111 | Sydney Roads needs to be engaged by Council to request that they actually consider community feedback. Typical responses that are received from TfNSW as a resident raising these items is that Council is responsible for maintaining the road and traffic surveys have been undertaken which indicates speeding is not an issue. The main issue is the speed limits are too high (not speeding), and that the asphalt/concrete interface is not well maintained. |
| 112 | '- Build grade separated, uni directional cyclepaths (see CROW manual). - Reduce the current absolute priority given to cars in our streets, especially residential streets. - Create grade elevated crossings for pedestrians and cyclists.  - Reduce conflict points between cyclists and cars. - Don't use fancy bike parking facilities. Half loops cemented into the ground are space efficient and easy to use for all kinds of vehicles.  - Create wide enough cycle ways that we can ride atleast 2 abreast.  - Avoid using bi-directional cycle paths as they are dangerous and feel unsafe for new cyclists. - Implement regular maintenance schedules to pickup debris from cycle paths. |
| 113 | Lots could be done under this priorities: 1. prioritise fixing pot holes on common routes when making decisions about which roads to resurface, fix first  2. Develop a cycle route app with other councils that is better than Google maps and directs you to the quieter route journeys  3. Establish an online network of inner west cyclers to share information about hazards, best routes, buddy systems for first time riders wanting to meet with others to commute together for first time eg a Dulwich hill to city lead ride, Dulwich hill to Enmore etc so people can learn better routes 4. Set up a bike maintenance stop along populate routes - people to check brakes and oil your bike and give you information 5. Regular pruning and clearing on bike routes, particularly cycleways 6. Ensure road paint with bicycles and signage of routes is visible, and easy to follow. I often get lost following those signs of the L1, L2 routes  7. Use your community or cyclists as your eyes and ears - set up some way for people to interact with Council and each other about tips on favoured routes, hazards, teaching rides etc  8. I’ve attended the city of Sydney maintenance courses before and found them helpful - although I’ve forgotten some of what I was taught 9. Bicycle pumps at petrol stations or other large stop areas |
| 114 | Employ more staff in the Active Transport section Direct more of the budget towards the Active Transport Dept |
| 115 | Reduce the Speed Limits on ALL roads in the Inner West to 40km/h or less. Implement large scale traffic calming. Add more crossings across the region. Give cyclists and pedestrians much greater priority at traffic lights. Identify recereational/short trip routes - not just commuter network routes in and out of the city. Offer credit for bike and electric bike purchases to residents at local Inner West bike shops. Drastically improve the footpaths and surfaces. |
| 116 | Complete the links that have been long planned and funded, immediately. Shovels. Paving. Trucks moving dirt. Concrete barriers. I want engineering please, to deliver the separated cycle ways that adjoining councils seem able to deliver. |
| 117 | I would definitely like to see more bike lanes - and more bike parking as well. I am a big fan of bike lanes with physical barriers (like around Carriageworks in Redfern). We also need more overpasses/ bridges. The one that used to go across Victoria Road towards Anzac Bridge is dearly missed and the traffic lights have added at least 5 min to my daily commute by bike. |
| 118 | Education is an absolute must to car/truck drivers…. The road is there to share and it is incredible car drivers still hate that!! |
| 119 | Implement a 'filtered permeability' strategy, that focuses on improving the quality of life of residents (whether they ride a bike or not) by reducing traffic noise and pollution, and reducing the risk of motor vehicle collisions (by restricting how cars can pass through residential areas). |
| 120 | More dedicated bike lanes or even dedicated roads. Make sure that cyclists are not disadvantaged vs cars (don't make them wait longer at lights, don't make them take more indirect routes, provide safe parking spaces where cyclists can feel confident locking up their bike, etc.) |
| 121 | Include bike parking in DAs for public spaces, cafes, bars, new apartment blocks. Council should also consult more widely with cyclists on new proposed cycling lanes...to avoid the mistakes of Livingstone Rd. |
| 122 | EDucation for all road users on benefits of riding |
| 123 | Build |
| 124 | Encourage bike riders to draw your attention to common issues along well ridden routes. Build a bike/walk pathway from Ashfield pool to the bay run. |
| 125 | a mix of cycleways and dual use pavements (pedestrian and cycle, speed limited) |
| 126 | Identifying missing links in the cycling network and better educating drivers to share the road safely |
| 127 | Education for drivers :) |
| 128 | Better infrastructure. Every sign that says, bike riders should dismount is a failure on part of council to provide adequate infrastructure. |
| 129 | Add dedicated bike lanes to cycle routes |
| 130 | Connections would be amazing |
| 131 | Acknowledging the enormity of achieving all of the priorities, a good start would be to make riding on footpaths legal. Providing shared path status to strategic footpaths would make cycling a lot less stressful.  For example, riding from Leichhardt to the south side of the railway line requires crossing the line at a busy road e.g. Crystal Street. Riding on the road is unrealistic here, and riding on the footpath is almost necessary. Having shared path status along the whole length would make this passage less stressful as having to do something 'illegal' to travel safely only ever seems to be a choice cyclists are forced to make. |
| 132 | Greenway |
| 133 | Build separate cycle infrastructure, incentivise people to cycle rather than drive, ensure adequate space and shade for cycling. |
| 134 | Review the unconnected parts of bicycle paths and prioritise fixing these small gaps which I feel are a real danger and makes cycling for commute difficult and unsafe. |
| 135 | Reduce street speeds, more traffic calming measures, work with surrounding councils to link separated bike path network. |
| 136 | Run some focus groups with cyclists from the area to determine what the main pain points are and fix those first. |
| 137 | Please lobby the state government to loosen the laws against riding on footpaths. There are areas of the inner west where riding on the road, particularly as an adult beginner, is suicide. |
| 138 | Separated cycleways along main roads with higher speeds; and 30km/h speed limits, enforced through traffic calming, on residential streets to create safe shared streets for people walking, people riding bicycles, scooters and mobility aids, and for people driving cars.  Reduce parking and/or charge more for it, to create more space for active transport and encourage people to own less cars.  Integrate active transport with public transport, better parking and access for bikes at stations. |
| 139 | Start with a review of safety issues on existing bike infrastructure and fix up problems to show that IWC takes the concerns of existing riders seriously and is committed to building quality infrastructure. After that there are too many actions to list in a tiny box here! Bike infrastructure, traffic calming, wayfinfing, bike parking, skills training, free tune ups.... |
| 140 | closing off Illawarra Road to cars at the intersection with Sydenham Road lowering speed limits to 30km/h on narrow streets, or streets near schools closing off parts of streets where school gates open, to make them safer for children separated, protected cycleways on east-west and north-south routes (like Victoria Road and Addison Road) |
| 141 | Lowering speed limits on narrow streets More separated, protected cycleways on major routes, allowing cyclists to travel longer distances around the inner west (and the rest of Sydney) on dedicated cycleways. At the moment the cycleways are quite 'bitsy', meaning that the routes can be complicated and you can't travel with any speed. |
| 142 | separated, protected cycleways on east-west and north-south routes (like Victoria Road and Addison Road) |
| 143 | Install temporary separated lanes while process for permanent facilities drags on. Install CCTV surveillance of drivers. Ticket vehicles parked on paths. Make inclusive design a requirement, in other words facilities should be good enough for disabled people to use. I really do mean that wheelchair riders and vision impaired people should be using cycleways. |
| 144 | Near Pyrmont Bridge Rd in the Blackwattle Bay bike path, replace the existing gravel section with pavement to make it easier for bike riders.  Also connect Blackwattle Bay bike path with Pyrmont Bridge. |
| 145 | closing off Illawarra Road to cars at the intersection with Sydenham Road lowering speed limits to 30km/h on narrow streets, or streets near schools closing off parts of streets where school gates open, to make them safer for children separated, protected cycleways on east-west and north-south routes (like Victoria Road and Addison Road) |
| 146 | Make bike routes off raod, safer and make it happen as a priority. |
| 147 | Audit of major routes and addressing broken links, many achievable with minor modification (low hanging route as above). Formalizing major cycling routes, digitally, maps, signage |
| 148 | '- making bike lanes that don't cross between road and foot path.  - keeping bike lanes clean and insuring the bikes lanes have no pot holes or cracks. |
| 149 | Standard designs with input from the cycling community Best practice cycling urban planning to inform the priority given to cycling Removal of tokenistic cycling infrastructure designs Processes and governance to ensure the outcomes set out are being achieved through the wider Council planning activities |
| 150 | An advertising campaign to educate drivers on the rights for cycles and promote a more respectful culture on the road |
| 151 | separated, protected cycleways on east-west and north-south routes (like Victoria Road and Addison Road) |
| 152 | '-For priorities 1 and 3, improved trip planning tools for riders and information about journeying into other LGAs would be so helpful.  -The City of Sydney cycling map is great and includes much of the inner west, but it would be great have collaboration between councils so we have maps to continue onward journeys into other areas e.g beyond Centenntial Park into the eastern suburbs.  -Real time trip planners would also be great. You could use existing tools such as the Opal app or TripView, build cycling mapping into Apple Maps and improve cycling routes on Google Maps, or develop a standalone app -Online resources so people can understand the practicalities behind cycling, remove barriers and make it a feasible option: e.g clothing, how can people commute to work -workshops about how to ride, safety, maintenance, how to select a route |
| 153 | They could be better supported with (for instance) grants, funding for events, promotion and resources |
| 154 | 'Actions for council: -Sweep the roads more regularly. Cyclist often have to ride further to the right in a lane because of all of the debris that is there. -When building or resurfacing roads, do not put a bitumen seam in the middle of the shoulder of the road. Cyclists are expected to ride on the shoulder but have to make a decision on which side of the seam to ride. Both sides are more dangerous than the middle. -Clearly marked cycle routes, alternative to the main roads. The Inner West has many cycle way signs but they usually disappear at the most critical times. Every corner of a road cycle way needs signage. |
| 155 | Implement the policies to coincide with major projects to allow for the priorities to pass unhindered. For example, residents would less likely object to cycle priority changes down Lilyfield Rd as their concerns would be preoccupied by the WestConnex construction traffic. |
| 156 | Fix bike path surface between Albermarle st and school parade - terrible bricks which you can’t ride on.  Enforce parking laws  Clean bike lanes after big rain/branches |
| 157 | More and better bike paths. |
| 158 | With regard to priority #1. Previous cycling infrastructure projects in the municipality have tended to be piecemeal and disconnected. Focussing on facilities that will enable convenient, direct, cycling routes (providing north-south and east-west access) is crucial. |
| 159 | Keep up the promotions, social media and support for bike workshops, tune ups, bike tours (eg. cooks river tour). A lot of riding by choice comes from confidence and that can be built with practice and experience cycling, starting on defined paths and eventually being able to take a back road route and explore. |
| 160 | retrofit all roundabouts to make them safer and avoid cyclists having to pull out into the traffic to get around the traffic calming concrete and into the roundabout. This is difficult and requires confidence in riding on roads in city traffic. It is a major barrier to more people getting on bikes. |
| 161 | 1. Have bike pumps publicly available  2. Promote the benefits of cycling amongst the general public (I often have people tell me Sydney is not a ‘cycling city’) 3. Fix the streets - cycling down king st us particularly bad 4. The sensors for bikes are terrible. The bike light should always turn green.  5. I live in St. Peter’s and biking to Marrickville library is terrible. |
| 162 | Maintenance on roads to ensure it is safe to ride. |
| 163 | Use local cycling groups to work with Council to promote and implement the strategies, fund educational and safety programs and campaigns. |
| 164 | More bike lanes. Online bike maps. Connect with other riders on website |
| 165 | As above |
| 166 | Communicate with user groups eg Bicycle NSW |
| 167 | 1.Plan better. Dont do before you know you can complete. 2 Posters to show the eventual fully completed routes to get buy in.  3. Education posters for drivers to understand what we expect from them when crossing a bike lane/allowing for bikes to enter and exit.  4. Don't remove marked shared bicycle routes until full linked seperate paths are complete.  5. More bicycle crossings at lights like city of Sydney is doing. Bikes should not have to jump off the lane and share crossings dangerously and slowly with pedestrians. |
| 168 | Again, more protected lanes. |
| 169 | I think council could sponsor community cycling education sessions for anyone new to cycling, to show them common hand signals, how to behave if they are stuck in traffic, how to safely slow and stop when riding around other bicycles and cars etc. |
| 170 | The roads should be for cars and parking. The bikes and interconnected bike paths are sufficient. They are not utilised enough to justify the expenses and time.  Livingstone road has become an utter nightmare. Parking has been lost and roads narrowed making it more dangerous than ever. Complete council fail |
| 171 | closing off Illawarra Road to cars at the intersection with Sydenham Road lowering speed limits to 30km/h on narrow streets, or streets near schools closing off parts of streets where school gates open, to make them safer for children separated, protected cycleways on east-west and north-south routes (like Victoria Road and Addison Road) |
| 172 | Ensure bike paths are in all planning development, allocate funds for bike path extensions to create connections, information eg cars give way to bikes who give way to pedestrians; share the road/path promotion and enjoy and respect your environment etc |
| 173 | Work with state government to put laws in place around children being guaranteed a spot in their local catchment area. Work with state government to put laws in place that prioritise local workers over people who have to commute long distances for jobs. Or. If 2 similarly qualified applicants to a job, then take the one who lives closest.  Both these changes would be better for the environment. Much more likely to ride to work/school if people are given the chance. |
| 174 | These priorities could be backed up with targets. These could help the council make progress towards achieving good outcomes.  Looking into experimental ways e.g. pop-up cycle lanes, temporary road closures to get feedback on effectiveness before committing to significant expenditure could help control costs. Using data from services such as Strava could also provide metrics on current patterns. Lastly, looking into providing alternatives when not cycling e.g. improvements public transport and pedestrian options would help. |
| 175 | Look at ways to decongest busy roads to encourage more bike riding instead. Places for safe bike parking, and ways for bikes to be included in public transport like trains and buses. |
| 176 | implement above |
| 177 | More shared paths where bike lanes are not possible, particular in areas with low pedestrian traffic. |
| 178 | Ride the roads/paths in inner west and compare them to city of Sydney |
| 179 | Council can take actions such as observing commonly used bicycle routes (and cycling the routes during peak commuting times to school or work themselves), building sensible and well-connected cycling infrastructure, and supporting groups such as women, gender non-binary people, elders and children to access cycling infrastructure. |
| 180 | Studies show women and new cyclists are most likely to cycle where separate, dedicated bike lanes are provided. Joining up existing separated routes, and linking them to the CBD, schools and shops across the Inner West should be the main action.  Increase bike parking at key end points such as shopping districts and schools. Work with RMS and police on safety campaigns aimed at car drivers sharing the road with bikes. Provide funding for bike safety and riding skills workshops in schools to encourage a new generation of cyclists. |
| 181 | Make cycling a key stakeholder/consideration in every policy that touches urban planning, road infrastructure and development projects. |
| 182 | Plan for one continuous network without having to go on the road. |
| 183 | infrastructure, infrastructure, infrastructure |
| 184 | Make LOW Speed cycling on the pavement less than 10 KPH, legal for all cycles Give way to pedestrian's. Fill in the pot holes trim tree roots on roads and pavements |
| 185 | Commit sufficient budget to support the priorities Have a tight and achievable action plan Build new cycle paths in key routes (linking with other councils efforts) Have comprehensive signage Education for the community New rider programs |
| 186 | Allocate enough resources to make visible, measurable progress each year. Capital and staff resources. |
| 187 | More bike lanes, and better-connected bike lanes. |
| 188 | Add officers to council staff with the right knowledge (qualifications), skills (practice in the field) and abilities (proclivity to cycle/walk/scoot) to implement a leading active strategy. |
| 189 | Building infrastructure and increased signage |
| 190 | Build bike lanes. Actual lanes, for sole use by cyclists. |
| 191 | Ensure safe connections between existing cyclecways. Shared paths with pedestrians do not work. |
| 192 | Build bike paths on busy roads. Take away parking for bike paths. |
| 193 | more bike paths, educate drivers, online interactive bike routes |
| 194 | Mary Street Newtown needs to be returned to two-way bicycle traffic. |
| 195 | Get moving. |
| 196 | Learn from City of Sydney lga. Copy their model with seperated cycleway paths that stretch across the city (so we can join a cycleway highway); and excellent signage to direct you on cycleways. Education and signage so drivers respect cyclists riding on streets with cycleway road markings.  Make some shared pedestrian/cycleway paths on some of wider footpaths (especially on dangerous roads e.g. Edgeware Rd, Addison Rd  Connect cycle routes to key locations that people cycle to (Addison rd centre, Marrickville Metro, Public Parks, Swimming Pools). Prioritise pedestrians and cyclists over drivers in our suburban streets by fastracking your plan to improve and build a decent cycle network. Map maps of scenic and well developed cycle routes that you would recommend for a weekend family ride, with park and cafe stops. |
| 197 | Redistribute road space to provide on-street, separated bicycle lanes.  Better maintain roads to provide safer cycling conditions - in particular ensure consistency of road surfacing both longitudinally and transversely across roadways. Clean the cycleways and roads more regularly |
| 198 | Fast tracking dedicated bike paths would be of great help. Strong visual indicators where bike paths end, and the gaps between bike paths, would help motorists and other users to see and continue the shared road/pathway experience. eg: define gaps between bike paths with painted road colours that are universally used on bike paths. |
| 199 | Reduce speed limits to 40k Smooth curb ramps Cycling signage middle of road Separated cycleways |
| 200 | Build bike path separated from the road and also separated form the sidewalk so everyone is safe. |
| 201 | have professional cyclists and everyday cyclists work with the council to figure out what roads need work and what the council could implement to make cycling safer for everyone. |
| 202 | Allow cycling on footpaths, lower speed limit to 40km/h on some roads. |
| 203 | A. Be assertive with the conditions along regional routes - these are very important through-ways where car parking should not be a priority (relocated if there is not enough space) and traffic signals should reflect the priority for bicycle traffic (to always assume a bike rider is waiting, and provide more crossing phases for riders to reduce risk of running the red). Communicate the importance of this to residents properly. B. Open up a dialogue with the companies and the fleets of riders who depend on this infrastructure daily we know the streets very intimately, day or night, rain or shine. Adding the economic/business incentive gives a great leg to stand on to stubborn residents. C. Utilise the mapping software used for Have Your Say to establish a forum for people to pinpoint places they have had ioncidents. Council probably have no idea where people are slipping, where the close calls are, where the bad signal timing is. Many friends have had accidents that remain undocumented. Advertise that you are wanting this kind of feedback. |
| 204 | Physical separation between cycle paths and roadways is essential. As well, ensure there is clear marking of bicycle routes and that marking is well maintained to be easily identified (those painted bicycle icons on roads have been sadly neglected). Work to educate parents to consider encouraging their children to ride (or walk) to school rather than be driven. The formation of safe cycling groups ("bike buses") would facilitate this. Advocate bike parking facilities at transport hubs (eg bike parking at railway and light rail stops). Advocate for better provision for bike transport on trains. |
| 205 | Training for drivers, more signs to give way to cyclists |
| 206 | Facilitate new and Maintenance of existing bike paths |
| 207 | Classes/training to help adults start/return to cycling |
| 208 | Commit to a short term time frame for implementation |
| 209 | Have mention above ,signage .would suggest councillors &staff be guided on rides throughout the council area to fully verse themselves on difficulties for cyclists. In the past cycling solutions have been watered down by councillors who do not understand cycling issues. This has resulted in suboptimal cycleway .Suboptimal cycleway do not enough the expansion of cycling numbers |
| 210 | Fix potholes |
| 211 | Talk to cyclists. |
| 212 | Bike lanes connecting inner west to the city |
| 213 | Adequate funding and resourcing must be provided. Hard deadlines must be set and adhered to. Less excuses. More action. |
| 214 | Connect bike paths - many currently end in the middle of nowhere and leave riders stranded near dangerous intersections. Better bike infrastructure like public bike pumps. |
| 215 | Education campaigns (riders and community), tailored mapping routes (perhaps team up with google maps for cycle specific features/feedback on routing eg. a set of stairs is not a cycle route :) ), perhaps even more visible police cyclists targeting driver/pedestrians in lieu of targeting cyclists. |
| 216 | Separated bike paths please. As an older cyclist I am very aware that if I have an accident it could easily be catastrophic. I'm not up to dodging cars and really don't want to be put off cycling by being afraid. Also, please don't design for the lycra queens, who are often as aggressive as bad drivers, and whose priority is speed. We need infrastructure which supports slow rides to the shops, the library, dropping kids at school etc. Not the Tour de France. |
| 217 | Reassess Livingstone Rd bike path - it's unsafe for both cyclists and drivers. Please don't install any new bike paths in this style. |
| 218 | 1. Continue with separated bike paths  2. Continue to run Bike maintenance courses 3. Provide bike parking on noncommercial streets 4. Provide separate bike paths in parklands. When pedestrians and cyclists mix it's got negative for both parties. 5. Make better paths for pedestrians, Railway ave Stanmore pedestrians walk on the separated bike path since the separated bike path was installed. I look at them and think they just want a nice place to walk to. Maybe make a nice nature verge path for them. 6. I wish drivers, truck drivers, bike food delivery cyclists, cyclists, and pedestrians could all be nicer to each other. I don't know the answer but I do well when I pull over and let cars and trucks pass or even ring my bell for pedestrians and say THANK YOU! |
| 219 | Training courses on bike maintenance and riding in traffic conditions. Incentives for greater bike ownership especially children's bikes. Giveaways at events to encourage cycling, including all weather cycling. Emulate BikeBUG ride days with confident riders leading popular backroad routes, without fees. Resourcing and marketing assistance to bicycle recycling organisations. Education campaigns on available safer routes. Implement Council works immediately after roadworks by others (utility providers, surrounding Councils or State Gov for example), so that unfinished connections, hazards and uneven surfaces are improved or repaired faster. Regular street cleaning on popular routes especially after weather events. |
| 220 | The signs suggesting the recommended bike routes are good, but better infrastructure is needed where they lead us to crossings on busy roads. |
| 221 | We enjoy the separate bike paths as a family, but would like bike park, like the one removed at Sydney Park (my children would also like a bmx/pump track) |
| 222 | '- Ban the wearing of Lycra on innerwest roads |
| 223 | Driver education, e.g. in testing involve situations with cyclists |
| 224 | Identify top 5 cross council routes and build them, ensuring they connect at the periphery with other council networks. Build bike lanes in line with the cycleway design toolbox https://www.transport.nsw.gov.au/system/files/media/documents/2021/Cycleway-Design-Toolbox-Web.pdf |
| 225 | Re-design the bike paths and their intersections. Logical paths that do not end on footpaths. Do not prioritise counterflow bike paths that make it difficult to navigate or get on/off the bike path as you are on the wrong side of the road. Bike paths should not have smooth/slippery intersections with that pale paving, which you cannot stop on if it is at all wet, or even dry. There should be speed bumps at each of those intersections to stop cars from just coming straight out across the bike paths. The bike paths do not eliminate the issue of being car doored, in fact, the current design makes it worse, as you do not have space to avoid a door. |
| 226 | Create more separated cycleways |
| 227 | Consult more with users |
| 228 | Infrastructure improvements. Public awareness campaigns. |
| 229 | Build more dedicated bike paths that are connected to the wider Sydney network. |
| 230 | More funding from state government |
| 231 | Stop re inventing the wheel look to BUGs and European city's on how to make cycling safer. Asking the residents is just stupid |
| 232 | Given the price increases across the cycling industry since COVID, encouraging more people to cycle may require offering subsidies, grants or discounts of some kind for people looking to buy commuting bikes. |
| 233 | Build better cycling infrastructure that protects riders from motor vehicles and allows fast traveling within the Council area and to the CBD. Create "cycling highways" that are easily reachable. |
| 234 | Create a clear inner west bike path map users can access |
| 235 | Coherence and engagement with those that ride and not just consult riders but those that may want to ride and what would make it save for them to do so |
| 236 | Commit rapid delivery funding to priority one to build momentum around creating the network.  Provide cycle training for all staff, to create a cross-agency culture of “bike first”.  Advocate to Transport for NSW for strategic funding of the network. Identify “network acupuncture” hot spots where relatively small changes can create big connections, e.g a safe bike crossing of Parramatta Rd at McDonalds Stanmore to link Nelson St and Cardigan St. |
| 237 | Put active transport at the heart of every transport decision. |
| 238 | Laneways should be used for cyclists where possible, there are less cars and this could be accompanied by a 10km per hour speed limit |
| 239 | 1. Pop up cycleways. 2. Make the footpath at every traffic light a cycle area so bikes can effectively turn left on red light.  3. Ensure traffic signals automatically turn green for bikes so they never need to press a button. This is both for general traffic signals where they need a car to trigger and also for bike lamps. |
| 240 | Increasing bike signage (some shared path markings on roads are faded away) and improve infrastructure for cycling. Ensure the building of safe useful new bike paths and keeping them clean/clear. |
| 241 | Ensure that cycleways enable centre to centre within the inner west and connect well to the city of Sydney bike routes. Ensure that cycleways are separated and not just paintings of bikes on the street. |
| 242 | 1. stop claiming the "door zone" (of death) is cycling infrastructure 2. ensure that cycling infrastructure supports a wide variety of bicycles – not only standard bicycles, but tandems, cargo bicycles, trailers etc. Often access is impeded by designs not catering for longer wheel bases etc. 3. stop building separated bidirectional bicycle lanes that increase risk to those on bicycles due to drivers of motor vehicles not being trained to check and reinforce opinions that people on bicycles have no place on the road. Focus on separated bicycle lanes that run in the same direction as traffic and aren't bidirectional. 4. stop expecting those using bicycle lanes to yield to traffic that \*wouldn't\* be the case where standard road rules apply (for example, traffic turning across the lane into a street). 5. prioritise "rolling" of bicycles wherever possible through design and operation (for example, traffic light signalling) 6. where traffic lights separately afford access to people riding bicycles, ensure that they're given the same level of priority as people driving cars 7. where traffic lights are not separately affording access to people riding bicycles, ensure that the sensor loops are sensitive enough to pick up the presence of the person riding the bicycle, and provide a reporting mechanism (including publicly available data) on the failures of these. 8. ensure any bicycle paths have sufficient width to safely cater for cargo bikes, trailers etc 9. have designers, engineers and managers experience first hand the impact of the currently implemented design decisions using a variety of bicycle types (for example, normal bike, cargo bike, bike with trailer, bike with loaded child seat). |
| 243 | Add more separated pop-up cycle ways which have the ground maintained without gutters or potholes so people can cycle in the pop-up cycleways rather than be forced on the road where there is more space to avoid potholes and gutters |
| 244 | Speak to someone like myself. Retired roads engineer who specialised in worker/traffic safety. 18 years a traffic control trainer and traffic management planner. Ex RTA. Committed lifetime cyclist, since 2006 ridden 120,000km. |
| 245 | Don’t listen to the vocal anti-bike minority. Remember that pot holes and road surface affect cyclists more than other road users |
| 246 | Build designated cycle ways all over Sydney |
| 247 | Provide (daily) updates on cycling routes and conditions. Also an up to date map of all cycling routes- |
| 248 | Get planning. Get building. Focus on connecting the bits of infrastructure as at the moment it tends to disappear in the places it is most needed. |
| 249 | signage, including information on anything that is printed for residents. information on the website. getting out to educate people in popup stalls at markets etc |
| 250 | Develop cycling routes between Camperdown and Ashfield. |
| 251 | I don’t understand the question |
| 252 | 1. have a much clearer detailed plan on priority 1 about connecting bike network - and get community feedback on the most important connections 2. on priority 4 supporting people - consider whether council could sponsor or help support a space for a 2nd hand bicycle exchange/shop - along with facilities to show how to maintain/repair - think this could be a really good community initiative |
| 253 | More connected bike routes. Maps and sign posting |
| 254 | Train council road engineering staff in best practice of how to design to facilitate ease and safety of movement for people cycling. Require Council engineering staff to take on-road cycle training so they can bring a cycling perspective to their designs. |
| 255 | Great, more bike paths please |
| 256 | Connect bike routes, especially one into the city from the inner west. Put capital and resources into the green way along the light rail. |
| 257 | Audit current cycleways to make sure they are 1) faster than riding on the parallel rd 2) safe |
| 258 | Council needs to establish working groups with state government and other councils to develop a city wide integrated strategy. |
| 259 | Don’t build cycle ways like one on Livingstone Rd, they’re not useable by cyclists travelling at any speed & just annoy road users |
| 260 | Get feedback from the community and regular commuter and leisure cyclists on locations and streets they feel cycling is unsafe. Also work with other councils, BUGs and Bicycle NSW. |
| 261 | Promote road safety for drivers |
| 262 | Allocate more funding to this area of concern. Push for other levels of government to prioritise this matter. |
| 263 | Maybe work with schools. The kid drop off car congestion thing is shocking. You will build infrastructure… so get schools to encourage its use. Bottom up. The kids want to ride…so parents might loosen up if the kids are pushing for it. |
| 264 | I think looking at the beginning and end of existing networks bits and making sure they connect up or transition well would be really helpful. Also please consider automating crossings - I often reach a set of lights in time to cross but I have to sit through a whole set of changes because I wasn't in time to hit the crossing button. |
| 265 | We need lots more cycling infrastructure. There's some there, but lots of it doesn't join up. Also, lowering speed limits, ideally to 30km/h on all streets with parked cars would make things much safer. |
| 266 | Measurable goals need to be established with frequent progress reports to the community. There is no point in getting community hopes up unless the community can see progress being made. |
| 267 | Continue to build out cycle lanes |
| 268 | Work with other councils and the State govt so that cycling routes are continuous across local govt area boundaries. |
| 269 | Spend more money on bike infrastructure |
| 270 | Engage with cyclists and cycling clubs when planning cycle ways. The Livingstone Rd cycle path is dangerous and unusable. I ride to work and cannot see how that cycle path is safe. The new plaza near the Post cafe has no bike parking despite being the meeting point and end point for all of Dulwich hill bike club rides. |
| 271 | Work to improve education for drivers and other road users to enhance knowledge about minimum passing distances and the benefits of cycling infrastructure to all road users. |
| 272 | Increased bike parking at stations, or key shopping bugs; more bike pumps along key routes AND have these referenced (eg searzchable) on key online maps inc Google and Waze; community street bike parking sheds / pods by application.  See London examples:  Cycle hangars have space for up to six residents’ bikes in the space of a small car. https://www.rbkc.gov.uk/parking-transport-and-streets/cycling-and-walking/cycle-parking https://www.richmond.gov.uk/bikehangars |
| 273 | Create car-free days for main streets, community days orientated around cycling & liaise with Bicycle NSW on plans. |
| 274 | Introduce 30 km/h posted limits on neighbourhood streets, achieved by physical devices and line-marking. Introduce ‘pedestrian priority’ zones where cars are guests eg around parks, schools and other community facilities Build more ‘wombat crossings’ with adjacent cycleways |
| 275 | Lower urban default speed limit- 30 km/h is the preferred and actual limit in many countries.  Do more traffic calming and diverting in local neighbourhoods to make walking and cycling much safer, even without separated bike paths. Have frequent community meetings on road safety initiatives and improving walking and cycling.  Develop a ride to school plan. Make Main Streets bicycle friendly. |
| 276 | Separated cycleways are key!! There is a strong body of evidence that shows that people feel safest and are most likely to ride when their trip is mostly on cycleways where they are protected from traffic. This includes treatments at intersections.  Secure, undercover bike parking at stations would help increase the bike and ride catchment.  Targeted programs to help people build confidence and skills to start riding in the city  Improved crossing opportunities across Parramatta Road which forms a big barrier to cyclists Advocate for more NSW government action on driver education and road safety. Particularly dooring - this is the most common type of crash involving cyclists and can be avoided by encouraging drivers to simply open the door with their left hand, forcing them to turn and look. |
| 277 | As above, please consult with cyclists so infrastructure is usable. I see the goal is there but the execution can fall short. Have focus groups with avid cyclists, occasional cyclists, and family cyclists - walk them through proposed infrastructure - "there will be a bump here at this height" "cycleway will pause here but you can go on the footpath" give them detailed information so that they can provide input. I say this for a few reasons - yesterday I rode over a space built for a cyclist to pass but it has a bump that is so steep it bumped my bottom bracket. We live next to the livingstone road cycleway and I won't use it - not with my kids and not by myself, ending a bike lane into a footpath is dangerous for pedestrians and dangerous for cyclists. I won't let my children ride on it as it is elevated at points and if my 4 year old loses control of his bike even a little bit, he could go off the kerb and flip into traffic. It's unfortunately not having the impact intended because of how it ended up being implemented. |
| 278 | Push for bike paths, infrastructure and signage where people actually want to cycle |
| 279 | Could you encourage employees of the Inner West Council to become cyclists themselves? Something like offering them free bike parking/bike helmets etc. This would help make everyone understand the lived experience of cyclists. Keep talking to cyclists via the community cycling groups - and reach out to families on local Inner West FB pages like Summer Hill people and the like to find out what they need. The needs of people with small children are quite different to those without obviously.  Perhaps you could have guest speakers from other cities/muncipalities which have been through this process speak to your council officers and planners who are going to enact this change. How do you transition to a cycle friendly place when the infrastructure was (often) built for horse and carts and dunny lanes? It's a big call (but also a wonderful thing you are doing, very very pleased it is happening) |
| 280 | Facilitate conversation around the benefits of cycling and how that means reallocating public space. Yes building a cycle way will mean less parking. But perhaps the Heath benefits outweighs this. Or perhaps a parking beat survey shows that parking is often free anyway. Perhaps cycle parking at shops generates more revenue than a car space? How can we have a good conversation rather than a knee jerk but I find it hard to park there/I’m entitled to this mentality. |
| 281 | Partner with neighbouring City of Sydney to drastically improve the connectivity of all cycling infrastructure |
| 282 | Work with the federal government to create partnerships |
| 283 | Embed relevant objectives across transport and planning policies; allocate dedicated, multi-year funding; ensure bicycling and other active transport policy and programming and engineering expertise is included in and not marginalised in council teams and governance groups and decisions (especially traffic planning); measure and monitor relevant outcomes e.g. sufficiently ambitious increase in linked, off-road cycleways across the LGA, increase in women and children riding etc; give effect to the road user hierarchy in which pedestrians and cyclists are prioritised over cars; trial closing different streets each weekend in different parts of the LGA to car traffic or across the whole LGA on one weekend with events and loan bikes to demonstrate the benefits and enjoyment of cycling to those who wouldn't normally do it (e.g. like the annual car-free streets DC Bike Ride in Washington); like Amsterdam, work towards making it faster, safer and more convenient and pleasant to cycle than drive. |
| 284 | Action 1. We need to be redesigning roads to make cycling paths standard on all streets.  Action 2. Part of this includes analysing current bike routes to assess their safety, e.g. lanes beside parked cars don't make cyclists feel safe. |
| 285 | Creating an efficient, and easily understood bike bek work that is intuitive. The routes currently planned are in many cases, cumbersome and confusing, and not very direct.  Traffic speeds could be lowered in shared zone areas.  Shared paths between bikes and pedestrians should be minimised, they are often quite dangerous for pedestrians. |
| 286 | All Council staff in the transport planning and engineering team should complete specialised training on emissions reduction pathways for the LGA, with a focus on consumption based emissions. The emissions impact of all transport projects should a consideration for approval. Emissions due to transport should be comprehensive, and include emissions from the manufacture of vehicles overseas, and from the refining of petrol and diesel overseas. The IPCC included a mode shift to walking and riding bikes in their 1.5 degree Celsius with no overshoot policy recommendations. If global warming is not stopped, Council will need to upgrade infrastructure to keep residents safe from unprecedented flash flooding, dangerous rain events, worsened heatwaves, and more. Climate action for transport should be a cost benefit as riding bikes will be better for our community in many ways, but even if it weren’t it should be done to avoid worsened climate change. The health costs or savings should also be estimated and included in project planning. (e.g. avoided air pollution from ICE vehicles – this report has good data on costs of air pollution, as does this one – removing a petrol or diesel vehicle from our roads can save more than $7000 in health costs over a decade) https://electricvehiclecouncil.com.au/reports/ev-true-value/ https://electricvehiclecouncil.com.au/reports/cleaner-and-safer-roads-for-nsw/ It should be normal for all Council staff and Councillors to use a bike or public transport to move around the LGA (and ideally on their commutes as well). Staff should be rewarded for this. The cost of free staff motor vehicle parking should be investigated. Council transport planning and engineering staff should all complete pedestrian, bike, and accessibility training so that infrastructure is designed for people rather than just the use of private motor vehicles. More resources should be available for bike planning and engineering. The ITS transport hierarchy should be properly implemented.  The IWC Bike Strategy should be ambitious and attractive, with near term world best targets and a plan to get there. Riding a bike for transport safely should be an option for everyone who wants to now, and should be convenient and attractive to as many residents as possible as well. It is interesting to note that in Cambridge, UK, a third of journeys in the general population are by bike, and a quarter of journeys made by people with a disability are also by bike. It seems that if the infrastructure is safer and welcoming, and riding bikes is the norm, it is accessible to many more people. The Bike Strategy should also advocate to the local police to have all of the officers train in riding bike patrol in the near future (i.e. within five years). Police should also be using public transport to move around the area. At present in Ashfield there are no bike patrol trained officers (private conversation with police on 11/4). Not only is it easier to see what is happening in a neighbourhood by bike, but a trained police force would more intimately understand the danger of a close pass, or a speeding motorist. More police on bikes would also lower traffic congestion in the LGA. Council should also advocate to the Federal Government, and request that all new vehicles be fitted with speed limiting devices, and that retrofits for older motor vehicles be investigated. Best practice safety regulations for trucks and light commercial vehicles should also be advocated for. Oversized SUVs and utility vehicles should not be imported into the country.  All businesses in the Inner West should be encouraged to use bikes for transport. Many plumbers, electricians, grounds people, logistics companies, and more use electric cargo bikes in countries that have accessible infrastructure to either move their work tools, or as a portable workspace. Council should invest in an electric cargo bike library and showcase these bikes at community and business events.  The Bike Strategy should make the LGA safe for children and the elderly to ride, and ensure that they are safe walking as well. A universal safe 30 km/h speed limit would be a good start. Traffic filters should be used to limit traffic to locals, and keep commuters to arterial roads. Traffic filters should incorporate safe spaces for people, playgrounds, habitat, rain gardens, microforests, etc.  In some cases, changing streets to one way (so that parking spaces can be preserved) with one lane dedicated to riding bikes safely should be investigated.  Groups such as Cycling Without Age should be given support so that there are options for people who cannot ride a bike themselves. For example, there were elderly people who would normally take a taxi who will be affected when the changes to the Sydney Park Gateway plan are implemented. Rather than having to take a taxi to get to the shops, they should have the option to book a charity ride in an electric tricycle. Companies such as Pedal Me in London would also serve these people.  The community should be supported through these changes. A community climate assembly, which would take place over several weekends, and would include climate science classes and then emissions mitigation classes, have been effective in educating other communities about the need for and means to lower emissions. This assembly could be “shared” with neighbouring Councils in order to have a bigger impact. The Federal and State governments should be lobbied to lower the cost of public transport and improve facilities and frequencies, and also to subsidise the cost of new bikes, while increasing the cost of private vehicles in line with their broader societal costs. New rapid mass transit should be deployed on Parramatta Rd and Liverpool Rd (and other arterial locations) to make public transport accessible and convenient. Drivers license tests and renewals should include a practical bike riding section, including dangerous passes (in a controlled environment), to show new and current drivers what it feels like, and encourage safer driving.  Best practice bike parking and safe bike lanes at public transport stations should be implemented. At present, the streets around train stations with no timed parking are full of commuter cars on workdays. Rather than use this public space to store private vehicles worth thousands of dollars, these people should be given safe bike paths to the station, and secure facilities to lock their bike up, so that the space currently used for parking can be used by the rest of the community.  New homes within public transport catchments should not have off-street car parking except for disabled and car share spaces (which should all have cables/conduits for future EVs). New homes should instead be served by better public transport and active transport links.  Thank you for your work on this important strategy. |
| 287 | Clear and regular communication with cyclists, and local/state governments. |
| 288 | Try user testing proposed cycle changes. There is too much poor cycling infrastructure being built. |
| 289 | It is important to ensure cycleways are integrated and where required properly segregated from pedestrians and other road traffic |
| 290 | Provide better signage and advice on routes. The signage is not consistent. |
| 291 | Charge for car parking e.g. Summer Hill Car park Replace more roadside parking areas with outdoor dining and have pavements for walking Make more shopping streets pedestrian and bicycle only |
| 292 | Reduce the speed limit in residential streets to 40kmh. My childrens day care centre is on a residential street with a 50kmh limit. It has a dog leg you cannot see around and is on a gradient. How can this be acceptable? |
| 293 | Perhaps hold quarterly or monthly ride to work/school days to get people comfortable and confident Hold other fundraising cycling events like Tour de Inner west once or twice a year, where funds go towards cycling infrastructure |
| 294 | Put in more bike paths.  Put in more green corridors.  Put in street signs, infrastructure to reduce cars using residential streets / funnelling them onto bigger roads.  Put in bike racks to park bikes near train / light rail stops. |
| 295 | I have mentioned the actions needed to be taken in my commentary above. |
| 296 | With respect to safety, physically separated bike paths on major arteries like Liverpool Road and Parramatta Road would make commuting by bicycle more feasible for me. |

| **Nominate two locations in the Inner West where you would most like to have safer cycling infrastructure installed.** | |
| --- | --- |
| 1 | Along the Hume Highway |
| 2 | Not sure if it’s inner west but we need better connection to both Olympic park and cooks river. Both are very well connected for travel beyond. |
| 3 | Rozelle and Balmain |
| 4 | Parramatta rd, Victoria rd. |
| 5 | Croydon to the Bay Run (perhaps via the canal) and Marrickville (Addison/Livingstone Roads) |
| 6 | (1) Marrickville, to enable safe connection between Dulwich Hill and St Peters. (2) Petersham, to enable safe connection between Summer Hill and Newtown (possibly along Stanmore Road?). |
| 7 | Ashfield train station - secure and free bike storage. Light rail - parallel bike paths. |
| 8 | Ashfield, bland street for safer access to haberfield school, lots of families cycle to school but it’s quite dangerous. |
| 9 | north-south bicycle paths from the bay run to cooks river. East-west bike paths from Ashfield to Strathfield |
| 10 | Link between Gadigal Park and Longport Street (Greenway plan) and bridge under Parramatta Road to connect current Greenway bike paths. |
| 11 | Ashfield & Croydon Park |
| 12 | Enmore Rd connection to the Wilson Street cycleway should be s a priority. Also Addison Rd to connect to the Livingston Rd cycleway |
| 13 | Safer crossing route virtually all the way along Parramatta Road, including over/underpasses. |
| 14 | Greenway. Addison Rd |
| 15 | 1. Around Sydenham Station - Gleeson Ave and Railway Parade, 2. Newtown station to Wilson street cycleway (the gap between Bedford St to Wilson st on King St is awful) |
| 16 | Shopping centres, including secure lockup facilities. |
| 17 | Carrington Road & Victoria Road Marrickville |
| 18 | Darling street and Balmain road |
| 19 | King Street and Stanmore Road |
| 20 | Connecting Marrickville-Sydenham to Campbell Rd cycleway, & Parramatta Rd to the CBD |
| 21 | We need to link our parks. Unwins Bridge Road + May St linking Cooks River to Sydney Park, and complete the missing links for The Greenway. |
| 22 | Canterbury Rd and railway terrac |
| 23 | Addison Rd; Edgeware rd to stanmore Road. |
| 24 | Get rid of the Give Way signs on Carrington road that prevent bikes from having a clear run. It's beyond ridiculous and super dangerous all the time. Go take a look at Bourke Rd to see how this works effectively. |
| 25 | Addison Road Marrickville (dangerous!) and Railway Terrace Petersham |
| 26 | Old Canterbury Road, Parramatta Road |
| 27 | Railway terrace Petersham, |
| 28 | Norton st along Leichhardt Plaza. Crystal st south of Parramatta Rd |
| 29 | Victoria Road! I'm not sure if it's possible. But a cyclewayy would work wonders there. Especially going up the hill to encore road. getting another one on stanmore raod or something would also be great. More cycle directions signage aswell |
| 30 | Callan Park and Anzac bridge. |
| 31 | lilyfield road through to anzac bridge |
| 32 | Along the train line through Summer Hill to Stanmore. There are some safer sections here but overall not a great route, and it's one of the most direct routes. Along Sydenham Rd between Marrickville Park and Sydenham Station. |
| 33 | King St Newtown from St Peter's Station up to City Rd; Enmore Rd |
| 34 | Hawthorne Canal (Greenway north end) to Anzac Bridge and Pyrmont. Route parallel to Parramatta Rd from Croydon to Camperdown. |
| 35 | Rr5 at the crossing of Sydenham Rd at Sydney St is particularly dangerous (for pedestrians as well as bikes). I beleive that bike lanterns/ a pedestrian crossing is the only safe option. Edinburgh Rd share path to Bedwin Rd bridge. |
| 36 | New Rozelle interchange mess. Cooks River Cyclepath - just not tuned to anything other than recreational cycling, but used heavily by commuters and faster riders. |
| 37 | Rozelle |
| 38 | Croydon Road and Arthur st |
| 39 | Anywhere that goes across the inner west, rather than in and out of it. So Leichhardt to Marrickville, for example. |
| 40 | Greenway. |
| 41 | Improve Crossings for Cyclists and pedestrians between Junction Road and Edward Street Summer Hill. improve surface of path on Greenway between Parramatta Road and Marion Street |
| 42 | Sydenham Road, especially between Victoria Rd and Sydenham station. The tradie drivers there are psychopaths. |
| 43 | Technology park, Redfern to city |
| 44 | Between Marrickville Rd and the bike path at Campbell St - especially crossing Sydenham Rd. And the intersections on the Campbell road path. |
| 45 | Down Parramatta rd and along the train line from Ashfield to Petersham stations. |
| 46 | Access to Anzac bridge is currently woeful from inner west. And literally every other road in Inner West needs cycle lanes, Norton St, Parramatta Rd, pick any road in Inner West |
| 47 | Here are three types of locations: 1. traffic calming devices that add risk through poor design, location or maintenance e.g bolt down plastic speed humps. 2. cracks in road surface especially in concrete, 3. green paint on cycle paths is slippery. |
| 48 | Railway Terrace, Lewisham & Crystal St Petersham (between Trafalgar st and Douglass st) |
| 49 | Kingston road and liberty street- its a dangerous road at the moment and would be an important north south link. The parking is unnecessary as there are lots of spaces just off the street. King st and salisbury road also need work. They are lethal st |
| 50 | At the end of the Bay run connecting it to Sydney Olympic Park and Parramatta |
| 51 | Lilyfield road or light rail corridor, Greenway to Cooks River, drain cover path from Haberfield to Ashfield pool |
| 52 | Anywhere there currently is none. I don't think it matters where as long as progress is made |
| 53 | Alternate routes, rather than using King St to get from St Peters to Glebe |
| 54 | Haberfield |
| 55 | Roads such as Addison rd, Illawarra rd and Marrickville road have bike paths or shared paths as too dangerous on the roads |
| 56 | parallel to parramatta rd along the whole corridor to link with Sydney University and city south. Greenway from hawthorn canal to dulwich hill. |
| 57 | King street/enmore Road Newtown |
| 58 | Livingstone Road, Petersham/Marrickville, and the areas near Victoria Road, Rozelle |
| 59 | Weston st and old Canterbury rd crossing. |
| 60 | Multiple areas where Westconnex has destroyed existing infrastructure such as the intersection of Warratah and Westconnex. |
| 61 | Ashfield- Liverpool rd. And king st Newtown |
| 62 | To and from schools within their catchment area; my kids can’t cycle to school without crossing busy, dangerous roads; promote cycling to schools ; Lower driving speeds; make bike turning a priority over cars etc |
| 63 | Frederick Street and Elizabeth Streets Ashfield |
| 64 | Lilyfield Road and Balmain Road |
| 65 | Victoria Road and City West Link. It stops me riding to and from work in the city |
| 66 | Rozelle & Balmain |
| 67 | Lewisham, Petersham |
| 68 | Dulwich Hill, Ashfield |
| 69 | Along the railway line from Petersham to stanmore, and from Cooks river's Ewen Park to Petersham |
| 70 | Inner West is perfect for massively improved cycling infrastructure. It’s kinda flat. There are wide roads. People from the area love cycling. There’s loads of room for improvement. This question also needs improving as it stops short. |
| 71 | King Street and Alice street |
| 72 | King street Newtown and Parramatta road |
| 73 | Between Wilson St and Lennox St, Newtown. |
| 74 | Heading North/south between Stanmore and Marrickville. Train line is a barrier , including stairs at Stanmore station - going via Liberty and Crystal streets is difficult |
| 75 | The bay run. |
| 76 | Lewishm Railway Parade, and a connection betwee Wilson St Newtown bike path and other road eg Enmore |
| 77 | A continuous way allong traintracks, maybe even use one ttäraintrack for it |
| 78 | Marrickville road and Illawarra road |
| 79 | Parramatta Road, King Street |
| 80 | King Street South (Newtown) - there are many alternative routes, but they are very inefficient. Edgeware Road - I always just use the footpath |
| 81 | Approach to the ANZAC bridge. Are we going to get our dedicated overpass back? |
| 82 | On Victoria Road and Marrickville Road. |
| 83 | Whites Creek is a main artery for cycling but the infrastructure is very poor. Many blind corners, very uneven surface, crossing straight through playgrounds. It is unsafe to take this route at anything faster than walking pace. |
| 84 | roundabout at Lewisham on greenway - make footpath between taverners hill station and the lights opposite the pub on the top of the hill shared path |
| 85 | Around schools and town centres. We don't need more bike freeways running to the CBD. |
| 86 | Glebe Pt Rd |
| 87 | Around The Grounds where the cycleway is shared with a footpath. |
| 88 | Better signage & maps at Canterbury station showing how to get to a bike track |
| 89 | the intersection of Sydenham road and Fitzroy St, railway terrace /trafalgar st. in petersham/lewisham |
| 90 | King Street Newtown, Percival Street, Stanmore |
| 91 | Tempe , St Peters |
| 92 | Linking Railway Parade Annandale with ANZAC Bridge, Hutchinson Lane parallel to Cohen and Whites Creek Valley parks, either Minogue Crescent or a separate path in Federal park |
| 93 | Bay Run, |
| 94 | Laneways in leichahrdt North (Falls and Elswick laneways) |
| 95 | Pyrmont Bridge Rd connecting City of Sydney with Stanmore across Parramatta Road, Johnston Street Annandale - road diet and cycling infrastructure to the bays precinct and allowing schools to access. |
| 96 | 1. Turning right into Crystal St from Parramatta Road, 2. Turning right into Crystal St from Stanmore Rd, 3. Turning right from Crystal St to access York Cres and the bike path beside the railway station. 4, Cycle markings on Trafalger St. 5.So many more! |
| 97 | Between Lewisham and Summer Hill train stations, Crystal st |
| 98 | victoria road, enmore road |
| 99 | none. |
| 100 | Unwins Bridge Rd, St Peters and May St, St Peters |
| 101 | Darling Street (cycling past parked cars is very hazardous if they open a door), Mullens Street |
| 102 | Finish the greenway, Douglas and Salisbury Sts especially roundabouts |
| 103 | Access to a Anzac Bridge, across Victoria Rd near Anzac bridge approach |
| 104 | Unwins Bridge Rd, Richardson Cres to Gannon St; Ramsay St/Rd Haberfield to Five Dock |
| 105 | Liberty Street, Crystal Street (the only places its possible to cross the railway line in the absence of lifts at Petersham and Stanmore Stations). |
| 106 | Greater Ashfield |
| 107 | Marrickville road, king street |
| 108 | Marrickville (connections around Newington Road), Lewisham (connect Lewisham Station to the new Petersham bike path) |
| 109 | Illawarra Road, Victoria Road |
| 110 | Elizabeth Street Ashfield, Ramsay Rd and Marion St lights to have cycle activation for travel along Ramsay road |
| 111 | West st main crossing. |
| 112 | Marrickville Road through the shopping strip. Always a nightmare and always trouble, Unwins Bridge Road from Sydenham to St Peters. Opportunity for share path. |
| 113 | Marrickvill road, king st newtown |
| 114 | Leichhardt, Newtown |
| 115 | Bridge road, Addison road |
| 116 | Sydenham Station/Light industrial area, Ashfield town centre |
| 117 | Illawarra Road (from Earlwood toAddison), Victoria Road (From Carrington to Enmore) |
| 118 | Alice St, Newtown (eastbound); Sydenham Station bridge |
| 119 | Greenway where it crosses Parrammatta road should be continuous rather than stairs |
| 120 | Access to the Anzac bridge that is not adjacent to an unfenced Victoria rd especially with children in mind, also Callan park improvements to cycle ways |
| 121 | Blackwattle Bay; White Bay |
| 122 | New Cantetbury Road from Dulwich Hill all the way to Newtown even through the name changes along that road which changes at least 1 time I believe to stanmore road, the turn off New Canterbury to Frazier Street cross Livingstone and along Sydenham rd |
| 123 | NEW Canterbury Rd from Union Street Dulwich Hill to & including stanmore rd Enmore, unwins bridge rd, |
| 124 | Parramatta Rd between the Empire and the Annandale,also this was a bad question |
| 125 | Longport st to Railway terrace. The new separate cycle path just stops at the most dangerous part of the Rd in Summer Hill / Lewisham. |
| 126 | Addison road, Marrickville road |
| 127 | Regional Route 2 ( through Petersham), Crystal Street (dedicated signal/lane for crossing at the rail line) |
| 128 | Unwins Bridge Road Tempe, King St Newtown |
| 129 | Marrickville rd; Enmore rd |
| 130 | Summer Hill village and Liverpool Rd in Ashfield/Summer Hill |
| 131 | 1. Around Ashfield shops, either along Norton Street or Cavill, Markham, Brown and Murrell streets, 2. Railway, Longport and Railway Terrace. the recently installed infrastructure leads bike riders to dangerous dead ends and is very sub-optimal. |
| 132 | Access to Ashfield Mall from the south so you can arrive/leave in both directions on Norton St and park more easily on the footpath at the stairs, Access to Ashfield Mall from the north so that there is a safe/direct route from Brown St and back. |
| 133 | Summer Hill/Lewisham/Petersham & Dulwich Hill - the Canterbury Roads dominate these areas making it impossible to make trips in these otherwise lovely green suburbs. There is too much focus on infrastructure for city commuters, instead of inside suburbs. |
| 134 | Leichhardt parallel to Parramatta Road east of Norton St, Greenway links especially under Parramatta Road |
| 135 | A bicycle lane along Parramatta Rd (I dare to dream), Ashfield |
| 136 | Carlton Crescent, Summer Hill and Railway Terrace,Lewisham |
| 137 | Illawarra Road, Addison Road |
| 138 | From areas just east of the Leichhardt fire station through to Whites Creek Lane to create a connection between east Leichhardt and the new overpass at the rozelle interchange, all of Marion St. in Leichhardt |
| 139 | Bike parking around Marrickville and Illawarra Rds. A bike lane down Wardell Rd. |
| 140 | Carrington Road; route from Livingston/Addison Road to Annandale |
| 141 | Marrickville road, Newtown Square |
| 142 | Croydon Road, Croydon |
| 143 | marrickville metro, |
| 144 | Railway Terrace Lewisham, longport Street Lewisham |
| 145 | Around Smidmore street (new metro) |
| 146 | Newtown, Marrickville |
| 147 | Bottom of Garnet st Dulwich Hill, Marrickville between the river and st peters |
| 148 | Victoria road near the west link, join from the footpath to road on the crescent |
| 149 | Leichhardt to Marrickville corridor, Leichhardt to Ashfield |
| 150 | Tempe to marrickville |
| 151 | Kings Street-Enmore Road, Parramatta Road |
| 152 | Parramatta road connecting Ashfield and Glebe will be very heavily used if an uninterrupted bicycle path is setup. Otherwise, just ensuring current gaps with existing bicycle paths are resolved |
| 153 | newtown especially king street- more bike lanes around side streets and main roads, Marrickville- bike lanes on the main road and side roads |
| 154 | Alt Street Ashfield, Iron Cove creek |
| 155 | Dulwich Hill, Lewisham |
| 156 | Newtown train station, Fitzroy Street Marrickville |
| 157 | Darling Street Rozelle especially between Cecily St and Victoria Rd, Marion St Leichhardt especially between Hawthorn Parade and Flood St |
| 158 | Carrington Road, Victoria Road and Enmore Road |
| 159 | Illawarra Rd, Addison Rd |
| 160 | Western end of the ANZAC Bridge. I'm not sure what the new layout will be, but I hope it will be more friendly for cyclists than some of the temporary solutions offered. Also, crossing Parramatta Road on bike from Norton St / Balmain Rd direction is hard. |
| 161 | Victoria road, |
| 162 | Victoria Road and all other arterials. |
| 163 | Bridge Road, Glebe Point Road |
| 164 | See previous comment please |
| 165 | Greenway/marion street, greenway/longport street |
| 166 | Along Parrammatta road, footpaths are suitable for shared usage for miles, north south linkage through inner west, connecting south of Marrickville station to north, safer & continuous bike travels along Addison road through to Marrickville Metro |
| 167 | parramatta road, city west link |
| 168 | Railway Terrace Lewisham, Addison Rd Marrickville |
| 169 | Darling street Balmain/Rozelle/lilyfied |
| 170 | Coming from Enmore Road into the intersection with King St to turn right onto Wilson St |
| 171 | From summer hill to camperdown, marrickville to newtown |
| 172 | Enmore road, Sydenham road |
| 173 | Railway Terrace Lewisham, Wardell Rd Dulwich Hill |
| 174 | Lilyfield Road (East - West Connection), Between Parramatta Road and City West Link (North South Connection) |
| 175 | As previous - fox bike lane surface alongside railway between Albermarle st and school parade |
| 176 | Darling St Balmain, Victoria Road |
| 177 | Darling Street Balmain/Rozelle, Illawarra Rd at intersection with Sydenham Rd. |
| 178 | Carrington Rd Marrickville, Victoria Rd Marrickville |
| 179 | Shaw St and Addison road roundabout, railway terrace and west street. both intersections are old and not designed for bikes. they need an upgrade to help less confident people make safer journeys. |
| 180 | St Peter’s to Marrickville , king street |
| 181 | Lilyfield Road, Darley Road |
| 182 | Ashfield, Lewisham |
| 183 | King St Newtown, Marrickville |
| 184 | Balmain road Marion street, Ramsay streetreet |
| 185 | King St Newtown link to Sydney Park |
| 186 | Crossing Parramatta road at the Greenway. |
| 187 | Not so much specific spots, but a safer more clear option or set of options to connect the inner West (ashfield or Haberfield) to the City of Sydney protected networks. |
| 188 | Lewisham, Newtown. |
| 189 | No where else. There are too many biking options now that are not used. Local council has failed with this task. Roads should’ve widened for parking and cars. Parks and interconnected tracks should only be upgrades. |
| 190 | Parramatta Rd, Booth St Leichhardt - Annandale |
| 191 | Victoria road, Lilyfield Road |
| 192 | Elizabeth street (connecting Croydon station to liver pool road and behind) - you’d have to remove street parking but tough choices need to be made and it’s a major thoroughfare anyway., back streets of Marrickville to connect to Sydenham station. |
| 193 | Mullens St up the hill to Balmain, Darling St - all of it |
| 194 | Drummoyne and Abbotsford. |
| 195 | North -south through Marrickville Illawarra Rd is very narrow we need alternative to get ot Petersham or stanmore |
| 196 | King St Newtown, Stanmore south- north routes |
| 197 | Addison road, Wardell road |
| 198 | Darlingstreet Balmain, along Victoria Road |
| 199 | Illawarra Road/Victoria Road intersection, Enmore Road/King Street/Wilson Street intersection |
| 200 | Marrickville Road, Sydenham Road |
| 201 | Parramatta Rd, New Canterbury Rd |
| 202 | Convert the raod along the railway line from Redfern to Strathfield into a cycling highway and divert motorists to Parramatta and Canterbury Road, make a safer connection between Concord and the Bay run via Lyons Road (Canada Bay) |
| 203 | Marrickville, Newtown |
| 204 | balmain, rozelle, lilyfield, annandale |
| 205 | Marion street heading west near Renwick st, road surface is bad |
| 206 | Separated, protected cycleways on east-west and north-south routes (like Victoria Road and Addison Road) |
| 207 | (1) Crossing King Street to/from Wilson Street; and (2) along the railway line between Summer Hill and Newtown - good progress being made so far! |
| 208 | Parramatta Road, King Street/Princes Highway. |
| 209 | Parramatta Rd, Kings Rd |
| 210 | Parramatta Rd or alternative paralleled lanes, Waddell road (from land Rd to new Canterbury Rd) |
| 211 | Newtown-Lewisham along the railway (Bedford Street, Trafalgar Street, etc.), Sydney Park-Newtown Station (connecting the park to the cycle path on Wilson Street) |
| 212 | Richardson's Crescent roundabout intersection and also Unwins Bridge Road |
| 213 | Newtown king st getting from usyd to the Wilson cycleway |
| 214 | Cardigan st, salisbury road |
| 215 | old canterbury rd to Ashfield |
| 216 | Mary Street Newtown needs to be returned to two-way bicycle traffic where it meets Lennox street. |
| 217 | Annandale to the west towards fivedock and concord. Annandale to Petersham . |
| 218 | Addison Rd, Edgeware Rd, links to cooks river, Illawarra rd |
| 219 | Annandale Street - and connection to Rozelle Bay loop track, Terry Street - Glassop Street - Birchgrove Road - Grove Street from Victoria Road to Birchgrove Oval |
| 220 | Parramatta Road (Everywhere), Bridge road at Wentworth Park. |
| 221 | Lewisham, Ashfield |
| 222 | Around Newtown train station, Addison Rd |
| 223 | Crossing Parramatta Road from Railway Street to Renwick Street (Leichhardt), Along Crystal Street (Petersham) |
| 224 | Marrickville, Newtown |
| 225 | Holden St, Carlton Cres |
| 226 | A separated cycleway on Missenden Road (or parallel) would be great. It's one of the only thoroughfares from annandale/camperdown over to redfern station and surrounds. , The crescent, glebe. |
| 227 | Bedford Street Newtown, Addison Road Marrickville |
| 228 | Addison rd, Victoria rd/enmore rd |
| 229 | Corner of King St and Alice St is horrific! Coming from Angel Place direction is very dangerous for cyclists. Need to have a better pedestrian and cyclist crossing opportunity. Also Victoria Road / Addison Road as key gateways to Marrickville |
| 230 | Addison road, King St Newtown |
| 231 | Cycleway utilizing canal system joining Croydon to Bay Run; Including bike crossing of Parramatta rd |
| 232 | 1) crossing Marrickville Rd, Sydenham Rd 2) travelling from the bottom of Tempe to St Peters there is a back way but people do not know about it unfortunately at Mary st the route disappears ,this needs to be made clearer .some shared paths on Unwins Bri |
| 233 | Kings St, ENMORE Rd, Newtown |
| 234 | Addison Road (Marrickville), Parramatta Rd (all of) - sharing a lane with buses or parked cars is not a safe option. |
| 235 | Petersham, Marrickville |
| 236 | Lillyfield Road. Queens Road. |
| 237 | Connection at the Newtown end of Wilson Street is currently weird (there is nowhere to go when riding west away from the city); new bike path on Livingstone road ends in a very weird place (where do you go from the park?) |
| 238 | Wattle Street Ultimo connecting Abercrombie St Redfern, Euston Road Alexandria to Sydney Park |
| 239 | The bay run - were lanes are separated it works well, but also needs consistent signage and track identification all the way around. |
| 240 | Addison road (entire road) Marrickville, Alice St Newtown. |
| 241 | Liberty Street, Fowler Lane |
| 242 | Liberty Street and Kingston Road roundabout is confusing and lacking in signage, Lilyfield Road between Victoria Road and Perry Street requires urgent surface repairs. |
| 243 | Croydon. Marrickville. |
| 244 | Wardell Rd, Livingstone Rd near New Canterbury Rd |
| 245 | Two creeks, Callan Park |
| 246 | Stanmore road, enmore road |
| 247 | Railway parade near Lewisham station is definitely hazardous unless the traffic is at a standstill |
| 248 | St Peters to Ashfield, St Peters to Tempe |
| 249 | Lilyfield Road between James Street through to Victoria Road, Bay Run between UTS Rowers and Lilyfield Road bridge. |
| 250 | I think the greatest improvement would be painting those white bicycle signs on all roads, especially on Enmore Road and Addison road. That would be better than any separated green cycleway. It would legitimise bikes being roads. |
| 251 | Cleveland street, Marrickville |
| 252 | Addison Rd Marrickville, Livingstone Rd and Pile St intersection |
| 253 | King st Newtown, Victoria rd |
| 254 | Parramatta Rd. |
| 255 | This intersection (-33.8940526, 151.1498604), should have a seperate on road cycle path connecting all b th way b parramatta road . |
| 256 | Roads leading to Sydenham station and Marrickville Station |
| 257 | Anywhere along Cooks River cycleway Marrickville to link up with Bridge Rd cycleway Camperdown and same from Coocks River cycleway to Wilson st cycleway Newtown. Ps, Carrington Rd cycleway Marrickville is a sh!t show. Too much commercial traffic |
| 258 | Down the whole of King Street |
| 259 | From enmore to Sydney uni avoiding the traffic on king st and poky backstreets, and from the cooks river cycle way into the inner city network |
| 260 | Parramatta Road, Addison Road |
| 261 | Unwind Bridge Road, Addison road |
| 262 | Dulwich Hill is cut off from the cycle paths and should be separated cycleways leading to all parts of inner west and city, greenway access, especially across parramatta road |
| 263 | 1. Parramatta Rd crossing at Camperdown McDonalds / Annandale Hot |
| 264 | Outside lewisham station, crystal st between Trafalgar and York cresent |
| 265 | Falls Lane in Leichhardt and William Street Leichhardt |
| 266 | Marrickville shops, connections between Bedford St and Wilson St Newtown |
| 267 | pyrmont bridge road linking to miller st pyrmont, a bridge st cycle way that links macquarie st with kent st and kurt st cycleways |
| 268 | Lilyfield Road, Five Dock |
| 269 | The corner of bridge road and parramatta road. A safe connection from that intersection to Addison road markets |
| 270 | Lilyfield Road through to Anzac Bridge is an absolutely woeful state for safety at this point with the work being undertaken. Also, the Bay Run to Cooks River needs serious work for safe access by all bicycles types (particularly as its a shared path). |
| 271 | King Street, Parramatta Road |
| 272 | Fix up Robert St from Buchanan St to the intersection. 430m of hell for cyclists attempting to ride from the area east of Mullens St to the city. Rearrange parking in the street, paint cycle lane lines, slightly alter road alignment. |
| 273 | Complete the GreenWay to Cooks River, cycling in Marrickville in general feels unsafe and dangerous |
| 274 | Darling street to White Bay, Balmain peninsula to Bay Run(improve Bay run for cyclists as a feeder route ) |
| 275 | Push ahead with the Cooks to Bay Run Greenway. The progress there seems glacial. If you want a specific spot, can we get the greenway traffic light across Old Canterbury Rd please. |
| 276 | King st newtown, Enmore Rd Enmore, Stanmore rd |
| 277 | Please develop a cycling route between Camperdown and Ashfield. |
| 278 | Back of Marrickville metro, how to get from newtown to Marrickville safely |
| 279 | balmain, annandale |
| 280 | Balmain, Glebe |
| 281 | A separated cycling path from Edgeware Rd to Sydenham Station, A separate cycle/walking bridge over the cooks River beside Wardell Rd |
| 282 | Smith St summer Hill, lackey St summerhill |
| 283 | Victoria road, Addison road |
| 284 | Through central Leichhardt, finishing the Greenway |
| 285 | Leave Wardill Rd along now that you’ve ruined Livingstone otherwise I can’t get to work |
| 286 | Crossing Sydenham Road to get to Cadogan Street |
| 287 | Frederick st, Croydon road |
| 288 | Heading north along Crystal Street between Stanmore and Parramatta Road, and a route running parallel to this heading south. |
| 289 | Victoria Road, Illawarra road |
| 290 | The Longport St/Smith St transition mentioned previously, also Fowler St Camperdown I wish there was a bike path through the park bit that blocks the road instead of having to go up onto the pavement. A dedicated bike gap like the end of West st petersh. |
| 291 | Julia st Ashfield, Brown st Ashfield |
| 292 | Barnstaple road could be improved on as a main thoroughfare. Gipps st could be a better option but there are too many chokepoints. |
| 293 | Carrington Rd Marrickville, Addison Rd Marrickville |
| 294 | Paramatta road(Leichardt to the city), build a fly over by carriage works to access both side of the train track bike |
| 295 | Balmain road at City West link, Catherine St at paramatta Rd. |
| 296 | Dulwich Hill & Marrickville |
| 297 | I would like a safe route from Marrickville to the city. The biggest issue is actually getting out of Marrickville; please also fix the Livingstone cycle way - it’s dangerous |
| 298 | Frederick Street to Wattle Street to the Bay Run, Rozelle interchange from Lilyfield Road |
| 299 | Carrington Road Marrickville, Sydenham Road Marrickville |
| 300 | Lilyfield road connection from Anzac Bridge and Bay Run (near Le Montage) |
| 301 | Marrickville Road and Addison Road. |
| 302 | Illawarra Road is very narrow - cycle lanes would be good ; Connection between Catherine Street and Norton Street, Leichhardt. |
| 303 | Frederick St, Ashfield, corner of Flood and Marion Sts, Leichhardt |
| 304 | Separated bike lanes or paths on Parramatta Rd, continuous bike path or lanes on Balmain Rd between Leichhardt and Rozelle. |
| 305 | Parramatta Road (West Connex will lower traffic volumes so we have a window of time to push for realloction of road space for cycling. City of Sydney is planning a separated cycleway along Broadway - tie into this), Rozelle Interchange |
| 306 | Parramatta Road at Pyrmont Bridge Road, crossing to Denison., |
| 307 | All over! Cycling improves health, decreases traffic - I don't drive, I ride everywhere, even with my children on a cargo bike - improve protected cycle access, please! |
| 308 | Frederick Street, Ashfield; New Canterbury Rd, Summer Hill |
| 309 | Summer Hill between Lackey Street and the Flour Mills. At present there is no bike path although one starts near the Flour Mills. |
| 310 | Parramatta road or it’s parallels streets, connecting summer hill to Marrickville |
| 311 | 1. Install a kerb ramp at the bottom of Fowler St (East) to enable direct access to Camperdown Park and Derby st and avoid the bottle neck at the Cafes. 2. Widen and flatten Kerb ramp at North West Corner of Ross St Camperdown, and remove metal bollard |
| 312 | Ashfield, dulwichill |
| 313 | Croydon Road Croydon, Elizabeth Street Ashfield |
| 314 | New canterbury road and old canterbury road |
| 315 | Grosvenor Crescent from Sloan Street to Calton Crescent Roundabout Summer Hill. |
| 316 | Elizabeth St Ashfield pool to Greenway, Milton St - Frederick St - connecting to the Bay Run |
| 317 | GreenWay completed; a single, clear, safe route from Tempe to the CBD would be great. |
| 318 | Addison Road Marrickville, Railway Terrace Lewisham |
| 319 | Smith St Summer Hill, Lilyfield Rd / Gordon St |
| 320 | Along Bankstown line, connection from Dulwich hill to petersham so that new path can be used, summer hill to Burwood station. |
| 321 | Crossing Old Canterbury between Windsor Rd and Spencer Street is an accident waiting to happen and this route is on the bike path, Marrickville Road from Livingstone Road to Victoria Road is too narrow for car parking and safe cycling. |
| 322 | Intersection of Old New and regular Canterbury roads, Liverpool Rd Ashfield especially between Queen St and Parramatta Rd |
| 323 | Ashfield, Marrickville |
| 324 | Wardell Road, Dulwich Hill through to Petersham cycleway. |
| 325 | Sydney St, Marrickville (junctionwithSydenhamRd), West St Petersham (rail bridge at junction with Railway Terrace) |
| 326 | Petersham station to Lewisham station route is dangerous |
| 327 | Parramatta Road, Liverpool Road |

**Part 3**

**Responses from those who selected the option:**

**‘I am not interested in riding a bicycle’**

| **What do you want Council to consider when drafting this strategy?** | |
| --- | --- |
| 1 | Greater consideration for pedestrians. I walk everywhere and the amount of cyclists illegally riding on footpaths is alarming and dangerous. Not a day passes where I am not abused or shoved aside by an adult cyclist speeding on the footpath. I am not in favour of shared paths at all - they do not work for pedestrians and are dangerous. Shared paths are NOT a solution. |
| 2 | Anything on wheels that is powered by a person, not just cyclists need to be considered. My particular concern is wheelchairs. |
| 3 | Safe for all road users. Especially those on bikes. |
| 4 | Beyond ignoring the needs of pedestrians, especially the vulnerable, the council is declaring war on pedestrians with its bicycle obsession that brooks no dissent, even when aggressive cyclists cause injuries to them. Enough. |
| 5 | Less bike lanes |
| 6 | put thinks back as they where. |
| 7 | \* It is discriminatory against all other users if a pathway is shared with cyclists.  \* All cycleways should have TWO (2) separated paths (not a middle white line down a single pathway).  \* It is dangerous, uncomfortable, not relaxing if bikes are on a single path with tots, dogs on leads, disabled, elderly or those just out for a stroll ambling & chatting without the need to be alert to a potentially straying onto a bike lane or vice versa. \* PLEASE CONSIDER ALL pathways users.  \* Bikes are more concern to pedestrians than motor vehicles who are louder, easier to see and do not usually speed in the shared zones. |
| 8 | Avoid creating traffic congestion or eliminating parking near public transport |
| 9 | put cycle in low traffic areas for improved safety |
| 10 | Looking at the roads you are implenting the cycle paths on i.e. Livingstone Road. Since this has been built it is causing additional delays in moving thru the suburb and also making it dangerous to drive along, lanes are now not wide enough for buses and cars, when it rains the water now runs in rivers across the road.  The current area of outside Casimir Catholic College where path is being built again is not wide enough for parked cars and cars to drive side by side, especially with parents looking to drop off children. Saturday & Sunday both churches are very busy and this has caused less parking to be available. The Council is approving more Units, but no road structure, so building cycle paths for the few is not helping the many that now drive. Public transport has been unreliable and COVID has made more people drive to work. Marrickville is also an area on weekends that many people travel to to enjoy the resturants, local brewers etc. therefore not easing the congestion. Suggest the the cycle paths are reviewed and the locals in these areas be given time to feedback , especially when it is taking away parking |
| 11 | Adult cyclists should not be allowed on footpaths. Pedestrians should be able to use footpaths without having to be on guard for bike riders. Many are obsessed with speed and there is no bike registration, so they can simply ride off if they hit someone. |
| 12 | Make more bike paths so that cyclists can cycle safely and pedestrians can walk safely. |
| 13 | Have good separation of bikes, pedestrians and cars |
| 14 | Safety |
| 15 | I would like to see the railway underpass near Ashfield pool to be safer for pedestrians. The thin safety rails look like cars have crashed into them, cars and trucks speed around the bend. Sturdy and higher safety rails please, I feel really unsafe walking to the pool! |
| 16 | Make roads and pathways more safe for bike riders. |

# 8 Appendix B

**Cycling Strategy - Online Engagement Session Questions**

Summary of community question themes from one online engagement session held on 31 March 2022

**Total number of questions and comments: 16**

| **THEME** | **QUESTION** |
| --- | --- |
| **Budget and timing** | * What is your budget? * Why is there an acknowledgement of slow progress in building cycling infrastructure in the list of priorities. Shouldn't the priority be TO build the network as fast as possible? |
| **State Government priorities, policies and agencies** | * How does Council work with state agencies, such as Metro, to take advantage of rail corridors as cycling infrastructure? * How does Inner West's cycling policies and plans fit in to the State Govt development projects? I'm wondering about WestConnex developments, Sydney Metro stations, the White Bay Power Station redevelopment etc. * What can we do to support the council in helping shift the state government's priorities regarding cycling? * Now there is a [state] Minister for Active Transport, has the minister contacted the Inner West council re cycling in the LGA? If not, has/will the Inner West Council contact the Minister instead? Or does the majority of contact/engagement go through Transport for NSW?   With the state election coming up in March 2023, does the IWC expect any extra funding/windfall for cycling from election commitments? If not, will IWC be lobbying the govt and opposition for funds dedicated to cycling for the upcoming election? |
| **Driver awareness** | * What measures can council take to address driver awareness of cyclists? Something more than signage. * Are you looking to lowering the speed limit * Will the strategy consider ‘complete streets’ designs? Is there scope for Pedestrianisation and cycling lanes to replace identified streets? |
| **Private domain** | * When it goes public the public will complain if parking spaces are lost. * Is there information on the value of secure bike parking for local cyclists that is not on property? For example, I live in a street with very little off-street parking. Bikes are on verandahs, and verandahs are small and right on the street, up steps. This makes bike ownership and use really hard for lots of residents. Community bike parking that was not exposed to the elements would be fantastic. * FYI Lambeth Borough Council has the secure undercover bike parking on street in London. * Riding into a shopping mall carpark, or a Bunnings Carpark always feels really risky. How can we make these private property places safer and more accustomed to cyclists. I ride a cargo bike and would happily take it to Bunnings if I felt safer. |
| **Future work** | * Priority 2 Are you planning on having a team/ department dedicated to active transport at IWC. * How much power does Inner West have to influence neighboring councils with poor infrastructure? |