

# Community Consultation Report September 2020

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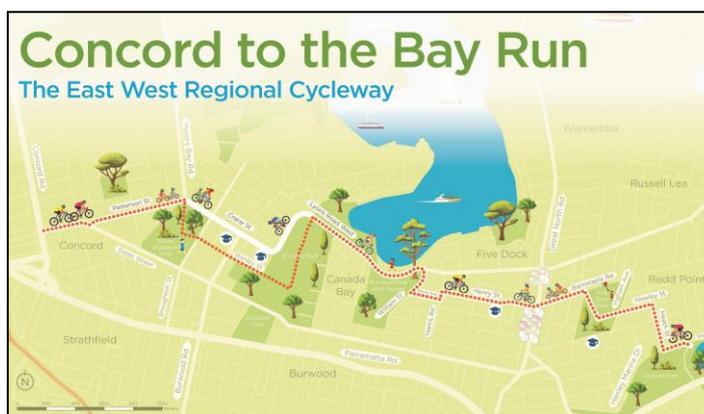
## 1. The East-West Regional Cycleway

The proposed East-West Regional Cycleway establishes regional bike connectivity between North Strathfield and Henley Marine Drive (The Bay Run) and has potential for connectivity to adjoining Local Government Areas (LGAs). Cyclist safety has been considered by a number of Local Area Traffic Management (LATM) treatments. Community and project stakeholders' comments have been incorporated in developing the route. The proposed route is in reasonably close proximity to Parramatta Road corridor and proposed connections to Parramatta Road will satisfy the State Government's overall objectives. In developing the route, the Parramatta Road Urban Amenity Improvement Program (PRUAIP) and Parramatta Road Urban Transformation Strategy have been reviewed.

The City of Canada Bay's LGA-wide Bike Plan is in development, and the East – West regional concept plan is the early delivery of this project due to its associated timeframe and availability of funding by the State Government.

## 2. Project Background

Consultant ptc. was engaged by the City of Canada Bay to prepare a concept plan for an East – West regional cycle route between North Strathfield and Henley Marine Drive (The Bay Run). The existing route, which runs via Patterson Street – Gipps Street – Queens Road – Fairlight Street etc., has many challenges and safety issues which discourage inexperienced and less confident cyclists. Hence, the aim of the proposed East – West route is to enhance safety, convenience and mobility for cyclists.



The route needs to be within close proximity to Parramatta Road corridor to align with future redevelopment delivered through the Parramatta Road Urban Transformation Strategy. Through the Parramatta Road Urban Amenity Improvement Program (PRUAIP), the NSW Government is providing funding for the delivery of the route.

The proposed East – West route has been developed considering the following:

- i. Community and stakeholder feedback;
- ii. Directness, safety and close proximity to Parramatta Road;
- iii. Loss of amenities (e.g. on-street kerbside parking in residential, business and recreational zones);
- iv. Overall constructability of the route over the next few years (e.g. existing utilities, property boundaries, etc.); and
- v. Connectivity to key land uses and meeting the objectives of the community.

### 3. Consultation Background

In 2019, the City of Canada Bay undertook early community engagement to assess gaps, challenges and opportunities for the LGA-wide Bike Plan which is currently in development. Receiving 487 submissions, relevant feedback was considered in developing the East-West Regional Cycleway. Some input included:

**ptc.**

**Patterson Street**  
*'High traffic area with non existing cycling infrastructure which poses a highly dangerous situation for cyclist.  
I recommend removing it as a listed on-road bike path until appropriately safe infrastructure is constructed'*

**Intersection between Patterson Street & Gipps Street**  
*'Protected bike lanes needed on inside bend for westbound cyclists traveling along Patterson Street and Gipps Street'*

**Intersection between Gipps Street & Flavell Street**  
*'Extremely dangerous intersection- extreme caution must be exercised when negotiating this intersection.  
Many cyclists are unaware of the number of accidents and near misses that occur here (monthly)'*

**East-West Regional Route**  
*'This is a significant route for anyone going to and from the city.  
Constructing dedicated cycling infrastructure would yield high usage.  
Currently most cycling groups will recommend you avoid this route due to its safety concerns'*

**Intersection between Patterson Street & Gipps Street**  
*'High speed corner invites cutting by cars into "bike lane" (which isn't a bike lane). Lack of vision around the corner and the central concrete wall means nobody has an escape route if a driver overdoes this corner and finds a slower user ahead without taking proper care'*

**Gipps Road**  
*'Gipps Road is marked as a cycling path in all maps. Having commuted to work on this route on a few occasions, I would heavily discourage anyone considering it as a route appropriate for cyclists'*

**Gipps Road**  
*'Throughout the route, there are islands blocking the path, forcing cyclists onto the road, mixing with traffic  
During peak hours, the high traffic situation encourages drivers to act impatiently and potentially endangering the wellbeing of any cyclists'*

**Gipps Road**  
*'The idea of this road as the main bike route across the LGA is dangerous. The road is narrow, with straight runs inviting high speed from cars and light trucks avoiding Parramatta Road and accessing the industrial areas'*

**Queens Road**

*'Queens Road is the most direct route for those heading to the city by bike and no matter what infrastructure is put elsewhere, people will still risk it on Queens Road. My suggestion would be to focus efforts and valuable funds for cycling infrastructure on getting a greatly improved cycle lane here'*

**Queens Road**

*'Queens Road is unsuitable for cycling. I think unless you can have a separated path, concentrate on Lyons Road West'*

**Queens Road**

*'Queens Road is an insane road to consider as a bike route. It's way too dangerous in its present form. It should be removed as a bike route until it is re-engineered to bring it up to minimum safety standards'*

**Queens Road**

*'The infrastructure is completely mixed, where there is no dedicated cycle lane, only painted white bicycles on the existing car lane. This route has high vehicle traffic and I highly discourage its use as a cycle route'*

**Queens Road**

*'Queens Road is a terrible route. Last time I rode it, I had a close pass, and I haven't used it since. It's too dangerous for me'*

**Fairlight Street**

*'Door risks along this street'*

**Fairlight Street**

*'This route is a main vein for commuters to/from the city and would be of high value to invest quality cycling infrastructure into'*

**Fairlight Street**

*'The cycleway mentioned here is simple white bicycles painted on the road. Simply put, this route is no more a bike path than any other road in Sydney...it is still not a bike path and should be removed as being considered existing on-road infrastructure'*

**Minnesota Avenue**

*'There are ruts and potholes from previous roadworks at the bottom of Minnesota Avenue: coming down that descent, with brakes on, trying to stop at the intersection whilst avoiding the broken tarmac is a cycle hazard'*

## 4. 2020 Consultation Summary

With the concept plans for the proposed route developed, the City of Canada Bay went out again to the community to seek feedback. The consultation asked the community a range of questions, with multiple channels to provide feedback available.

### a. Methods

- Collaborate survey
- 2 x virtual forums via Microsoft Teams
- Email
- Phone calls with residents
- Video tutorial with project lead to run through the proposed route and traffic features.

### b. Promotions

- Direct notification with fact sheet to most affected residents (50 residents)
- Direct notification with fact sheet to residents living along or near the route (1100 residents)
- Signage placed along the proposed route (x 25)
- Social media with boosted ads (reaching 14,000+ people)
- 2 x Collaborate database emails (delivered to 2354 people total)
- Email notification to 2019 Bike Plan consultation participants.

### c. Results summary

- Total submissions: 145
- Collaborate submissions: 95
- Virtual forum participants: 18
- Email submissions: 27
- BayBUG submission: 1
- Petition: 1 (19 names from Patterson Street residents)

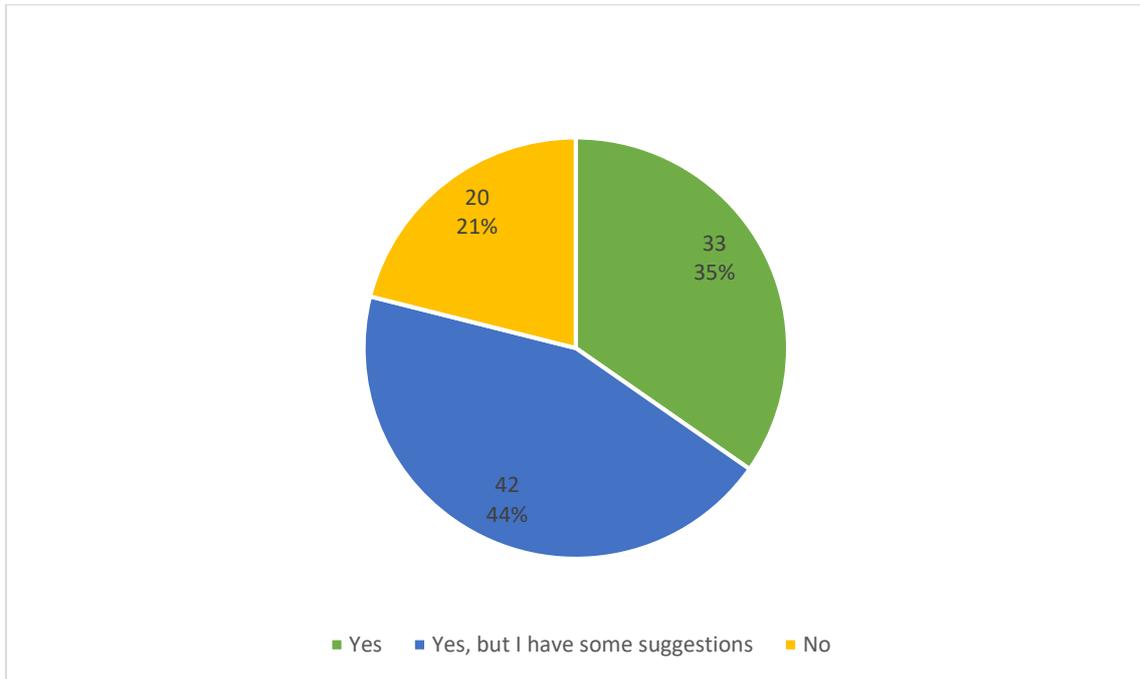
## 5. Virtual Forums

Council officers hosted two x 1 hour virtual forums to field any questions the community had, and to provide further detail on how the plans were developed. A total of 18 participants attended the meetings, with everyone given the opportunity to ask several questions directly of the project team.

## 6. Key Findings

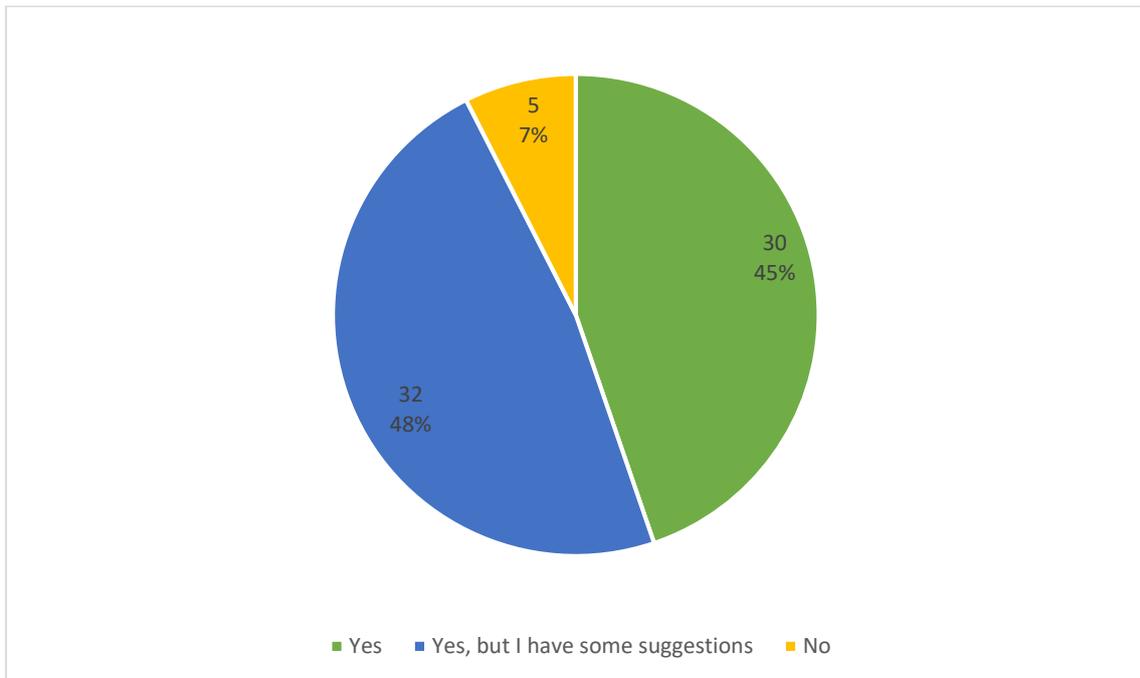
The Collaborate survey found that the majority of respondents support the route, with many providing several suggestions. Two-thirds of respondents are regularly cyclists, which resulted in significant detailed commentary. Respondent demographics shows a mix of people contributed, with respondents from many different suburbs both in the LGA and beyond (see suburb data in demographics section).

### Do you support the proposed route? (All respondents)



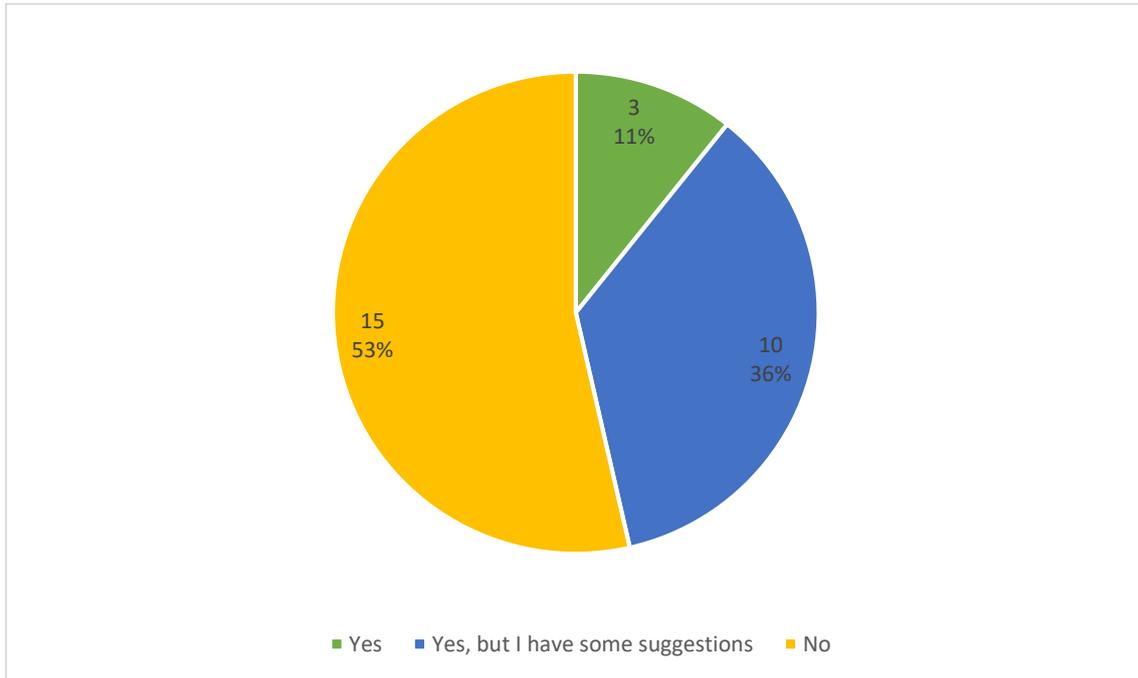
### Do you support the proposed route? (Do not live directly along the route)

Of those who do not live directly along the route (67, based on provided addresses), the vast majority (93%) support the route.



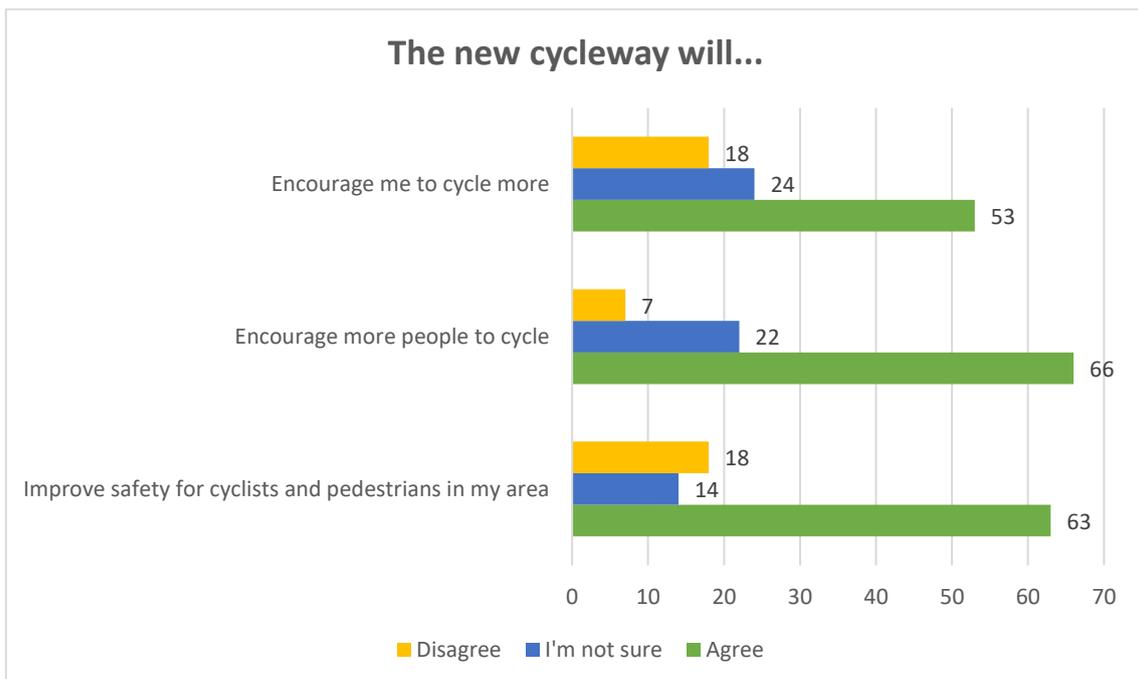
## Do you support the proposed route? (Live adjoining the proposed route)

Of respondents who live adjoining the route (28, based on provided addresses), a slight majority (54%) do not support the route.



## Outcomes Feedback

A large number of respondents agree the cycleway will improve safety, and encourage themselves and others to cycle more.



Two-thirds of respondents cycle regularly.

#### 10. Do you cycle regularly? Required

Dropdown | Skipped: 0 | Answered: 95 (100%)



Answer choices	Percent	Count
Yes	66.32%	63
No	33.68%	32
<b>Total</b>	<b>100.00%</b>	<b>95</b>

## 7. Feedback – Emerging Themes

### a. Summary

Due to the length of the route and the extensive feedback given by groups and individuals, a high level summary of repeated themes can be found below.

A number of detailed responses were received including a submission from the Canada Bay Bicycle User Group (BayBUG). Some of this feedback relates to detailed design matters. As such this feedback will be further considered as part of the detailed design process. As part of this detailed design process, additional engagement will be undertaken with key stakeholders as appropriate.

Support for the route:

- Improved safety
- Connectivity and access for the community through the City and also through to the CBD
- Praise for dedicated cycle and pedestrian path along Lyons Road West
- Support for the pedestrian/cyclists crossing on Timbrell Drive

Suggestions:

- Route isn't direct enough for confident cyclists
- Connectivity to Sydney Olympic Park and beyond; and Councils general broader bicycle routes
- Request for pedestrian/cyclists priority over the vehicles at various locations
- Shared path along the Patterson Street instead of bi-directional bike path so parking can be retained
- Remove the proposed 'No Left Turn' restriction on vehicle movements from Patterson Street into Flavelle Street

- Clarification on why path configuration on Lyons Road West changes near Regatta Road. Consider relocating refuge island further east.
- Route isn't direct enough for confident cyclists
- Take the route through Renown Street and Watts Street instead of Lyons Road West
- Patterson Street speed humps design – Don't narrow the roadway with traffic islands, consider constructing as speed cushions.
- Avoid narrow streets e.g. Henry Street
- Request to include route signage and lighting
- Request for 30km/h speed limit at various locations along the route
- Safety concerns at the intersection of First Avenue and Heath Street

#### Opposition:

- Objections to loss of parking on Patterson Street. Not enough bike traffic to justify proposed facility.
- Congestion on the Bay Run will create safety issues
- Heath Street – request to change route to Barnstaple Rd

#### b. Responses to suggestions and opposition

- **Connectivity to Sydney Olympic Park and beyond; and Councils general broader bicycle routes**

Council is also developing a new Bike Plan to identify and plan the delivery of cycling infrastructure. Concerns regarding the connections to other bike networks will be considered as part of a new Bike Plan.

Please visit our Collaborate page at [www.collaborate.canadabay.nsw.gov.au/draft-bike-plan](http://www.collaborate.canadabay.nsw.gov.au/draft-bike-plan) to find out more. The new Bike Plan is planned to be put on public exhibition for feedback later this year. This will be promoted on Councils various media channels.

- **Request for pedestrian/cyclists priority over the vehicles at various locations**  
The route features various road crossings and a variety of facilities are proposed to assist cyclists at these locations. This includes raised pedestrian/cyclist crossings, refuge islands, and traffic signals.

For a pedestrian crossing to be installed the location must meet the strict warrants set out by the Transport for NSW (TfNSW). These requirements relate directly to the volume of crossing movements at a location and the volume of vehicles passing through that location.

Raised pedestrians/cyclists crossing are proposed at two locations which meet these warrants. Additional locations were also investigated however it was found that they do not currently meet TfNSW warrants. It is also not anticipated that these warrants would be met shortly following the construction of the cycle route.

Cyclists are required to navigate some cross intersections when riding on road as part of the route. To improve the operation of the cycleway, the existing traffic priority at the intersection of Henry Street and Scott Street has been reversed. This means cyclists travelling along the route will not need to stop and give way at that intersections.

Changing traffic priority was also considered at other cross intersections along the route such as the intersection of Patterson Street and Flavelle Street. Where traffic priority to be changed, it would likely significantly increase traffic volumes in some streets.

Following a further review of the route, it is now also proposed to provide pedestrians and cyclists priority over vehicles where the route crosses Friend Avenue at Lyons Road West. This will provide a smooth path for cyclists and pedestrians. It will also improve the transition for cyclist changing between riding on-road and riding off road. This change in priority should have minimal impacts on vehicle traffic flows due to the low volumes of vehicles which use Friend Avenue.

- **Shared path along the Patterson Street instead of bi-directional bike path so parking can be retained**

Whilst shared paths are proposed in nature strips at some locations along the proposed route, at these location provisions are also made for cyclists to ride on road in a mixed traffic arrangement. This means that more confident higher speed cyclists are likely to ride on road, whilst less confident cyclists are accommodated by the shared path e.g. access to Concord Primary School.

As Patterson Street features higher vehicle volumes and speeds it is not appropriate for riding in a mixed traffic arrangement. It also features a central barrier where it meets Gipps Street, prohibiting cyclists travelling westbound from continuing along Paterson Street.

A shared path would hence need to accommodate a variety of cyclists including more confident higher speed riders. As the naturestrip along the north side of Patterson Street is only approximately 3.5m wide, constructing a shared path would create significant safety issues.

Particularly where drivers are reversing out of their properties, they would have poor visibility of cyclists on the shared path creating a safety hazard. A number of properties feature high boundary fences and landscaping.

Due to these and other factors, the provision of a shared path all the way along Patterson Street between Concord Road and Gipps Street is not appropriate.

- **Remove the proposed 'No Left Turn' restriction on vehicle movements from Patterson Street into Flavelle Street**

On-site observations indicate that there is currently only a small number of vehicles making a left turn from Patterson Street into Flavelle Street. This is the case for both the eastbound and westbound approaches to this intersection and reflects the surrounding road network.

Westbound through traffic wishing to access Flavelle Street southbound typically already takes the shorter route via Wordsworth Avenue or Addison Avenue. As Patterson Street is closed to westbound traffic at Gipps Street, through westbound traffic on Patterson Street must come via Macnamara Avenue. A left turn movement from Patterson Street into Flavelle Street would hence send them back in the direction they came from.

As a result, the impact of redirected traffic should be negligible. The impact on residents and with visitors with an origin/destination in the immediate area should also be negligible due to the short detour that would be required.

The 'No Left Turn' restriction is important in enhancing safety at the intersection of Flavelle Street and Patterson Street. The proposed pedestrian/cyclists refuges are in close proximity to the intersection due to site constraints. Were this restriction not to be imposed, there is the potential for drivers to be focused on looking to their right for a gap in approaching vehicles and commence their turn before observing pedestrians and cyclists crossing the road.

- **Clarification on why path configuration on Lyons Road West changes near Regatta Road. Consider relocating refuge island further east.**

On Lyons Road West near Regatta Road the pedestrian footpath and the bidirectional cycleway swap sides. This is to be achieved with a linemarked pedestrian crossing across the cycleway.

To the east of this location the footpath and landscaped area separates cyclists away from the water's edge and the associated safety issues. This configuration is similar to the Bay Run. To the west of this area, on-street parking is retained and as a result the footpath adjoins the parking lane. This reduces pedestrian movements across the cycleway and ensures car doors are not opened into the cycleway.

The location of the pedestrian refuge has been carefully selected to ensure access to existing driveways is not restricted. It will provide access to the nearby bus stop and accommodate golf buggies navigating between the two halves of Barnwell Park Golf Club. Other locations such as further east are restricted by the width of the bridge and would not provide convenient access to the bus stop.

- **Route isn't direct enough for confident cyclists**

One of the main objectives of the route is to target the population who are less confident in cycling but may take up cycling or may cycle more if appropriate infrastructure is provided. A large number of respondents agree the cycleway will improve safety and encourage themselves and others to cycle more.

Despite many safety issues, it is anticipated that some confident riders will continue to use the Patterson Street – Gipps Street – Queens Road corridor as it is the most direct route. This route was considered initially for upgrade as part of this project but was not found to be feasible at this time due to significant constraints. Opportunities to enhancing cycling along that alignment in the longer term are being investigated as part of the Parramatta Road Urban Transformation Strategy.

It is also anticipated that some confident cyclists may only use parts of the proposed new route and in general may make different choices to less confident cyclists. This has been considered in the design process e.g. mixed on-road environment for confident cyclists in conjunction with a shared path for less confident cyclists. Facilities such as ramps to assist users in joining/leaving the route along its length will be further considered during the detailed design process.

- **Take the route through Renown Street and Watts Street instead of Lyons Road West**

Routes currently used by cyclists and providing connection with other existing and future routes in the Council area have both been key considerations. Lyons Road West will not only form a key part of the Cycleway, but also services cyclists to and from the Concord West and Mortlake areas and beyond.

Whilst Lyons Road West is already well utilised by cyclists, there are no dedicated cycling facilities. Where passing parked vehicles, cyclist need to mix with vehicle traffic. They also need to mix with traffic through the roundabout at Bayview Road when traveling westbound. To improve cyclists safety whilst minimising the loss of parking, significant works are required as has been proposed.

A route via Renown Street, Watts Street and past the Five Dock Leisure Centre has been identified in Councils previous bike network planning work. It is anticipated that this will be retained in Councils new Bike Plan which is currently under development. Incorporating a connection past the Five Dock Leisure Centre is being considered in the plans currently being developed for Charles Heath Reserve.

- **Patterson Street speed humps design – Don't narrow the roadway with traffic islands, consider constructing as speed cushions.**

The concept plans identify the speed humps as being a flat top platforms that extend the entire width of the road. Traffic islands are not proposed as this may create a pinch point between cyclists and vehicles.

Speed cushions are narrow speed humps which allow the wheels of large vehicles to pass to either side of them. These can also be of assistance to cyclists as they similarly do not need to go over the speed hump and hence can maintain their speed better. During the detailed

design stage further consideration will be given to the configuration of the speed humps in Patterson Street.

- **Avoid narrow streets e.g. Henry Street**

A key focus on the route development was to minimise the loss of kerbside parking. Some sections of the route (e.g. Henry Street) utilise narrower roads where a comfortable riding environment can be created without removing parking. These roads naturally have lower vehicle speeds and volumes.

- **Request to include route signage and lighting**

Route signage and lighting upgrades will be included in detailed designs as appropriate.

- **Request for 30km/h speed limit at various locations along the route**

Speed limits are under the care and control of TfNSW. Any reduction in speed limit would hence require their approval and be in accordance with their strict requirements. A 30km/h speed limit is not currently a standard speed limit however are currently being trailed. Potential changes to speed limits will be further considered as part of the detailed design process.

Even in the absence of a reduce speed limits, traffic calming devices are proposed in a number of streets to assist in naturally constraining vehicle speeds to an acceptable range. These effectiveness of these measures can be monitored post construction to determine if and what further action is required.

- **Safety concerns at the intersection of First Avenue and Heath Street**

Speed humps are proposed in First Avenue to reduce vehicle speeds around its intersection with Heath Street. Due to site constraints such as existing bus stops and driveways, these speed humps need to be setback slightly away from the intersection.

To further enhance safety at the intersection, it is proposed to install a raised intersection treatment as outlined in the updated concept plan. This should assist in further managing vehicle speeds and also highlight the presence of the intersection to approaching vehicles.

- **Objections to loss of parking on Patterson Street. Not enough bike traffic to justify proposed facility.**

The concept identified the removal of all 15 parking spaces on the north side of Patterson Street between Concord Road and Gipps Street. As part of the development of this concept, investigation into current parking demand in this area were undertaken. It was found that typical parking demand in Patterson Street could be accommodated in available parking in adjoining Creewood Street.

It is also noted that all properties in this area have off-street parking available. The removal of on-street parking and trees in the naturestrip will improve sight lines for drivers exiting properties.

Finding on-street parking for residents and their visitors towards the Concord Road end of this area would be more difficult. A review of the concept plans has been undertaken and it has been identified that 3 on-street parking spaces can be retained on Patterson Street near Concord Road.

This is achieved through a short length of shared path. This should operate satisfactorily as there are no driveways in this section and cyclists will be travelling at lower speeds as they need to cross Concord Road at the traffic signals.

Patterson Street between Concord Road and Gipps Street currently features no dedicated cycling infrastructure. Whilst two cycling logos are installed, they encourage cyclists to ride in the car door opening zone which is not supported under current standards. Cyclists are largely required to mix with high traffic volumes in a 60km/h speed limited area.

These conditions do not provide an environment that encourages cycling, limiting the number of cyclists that currently utilise it. Whilst numerical data has not been obtained on current cyclist volumes, Strava data and on-site observations indicate that despite these challenges some cyclists are still utilising it.

By providing a dedicated cycling facility along Patterson Street, it will significantly improve cyclist safety. Encouraging its use by both confident and less confident cyclists.

- **Congestion on the Bay Run will increase safety issues**

It is noted that the Bay Run is already a popular route for both cyclists and pedestrians. Whilst the East-West Regional Cycleway should bring new users to the Bay Run, it will also provide additional alternative recreational infrastructure.

It is noted that managing user behaviour can be a significant challenge. Opportunities to further encourage appropriate user behaviour on the Bay Run will be investigated. This may be through signage or other means such as education campaigns.

Managing user behaviour and minimising potential conflict between path users will also be a key consideration of the detailed design process for the East-West Regional Cycleway. The Cycleway will also incorporate signage to encourage appropriate user behaviour.

- **Remove dedicated bike lane on Heath St and extend route along Barnstaple Road instead. Concerns regarding loss of parking in Heath Street.**

Feedback received indicates that the intended arrangement on Heath Street to the south of First Avenue was not clear to some people. An additional cross section has been included on the plans to show the arrangement when vehicles are parked on both sides of Heath Street.

When this occurs, an approximately 4.2m wide travel lane will still be available for through traffic. This width is for example similar to Waterview Street, Five Dock; though parking demand is generally lower in Heath Street. Whilst this is more than wide enough for one lane of traffic, it is not wide enough for vehicles travelling in opposite directions to pass.

Sections of 'No Stopping' have been strategically located to ensure there are sufficient passing opportunities even when parking demand is high. Minimising loss of parking was a key consideration. All 6 of the spaces that are identified for removal are located on the side boundaries of corner properties. The other approximately 31 parking spaces in the street are retained.

At most times parking demand and traffic volumes in Heath Street are relatively low. The constrained road width should assist in further discouraging through traffic and in lowering vehicle speeds.

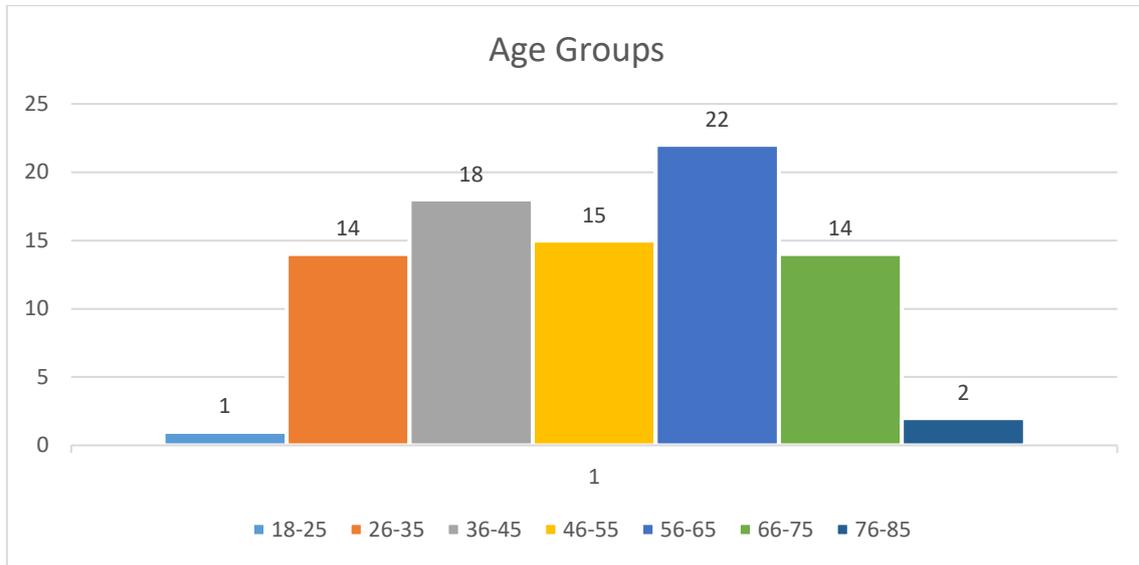
A variety of routes were considered in the development of the concept. A route via Noble Street and Heath Street was found to have a number of advantages over potential alternatives. In particular they are quieter lower speeds streets which makes it easier to achieve a comfortable riding environment. The proposed facilities also improve pedestrian and cyclist connectivity to and between Timbrell Park and Five Dock Park.

In comparison, Barnstaple Road sees higher vehicle volumes and speeds particularly to the east of Ingham Avenue. To provide a comfortable riding environment it would require significant works and likely the removal of all parking down one side of the road. Due to these and other factors, the proposed route via Heath Street and Noble Street has been found to be the most appropriate outcome.

## 8. Demographics

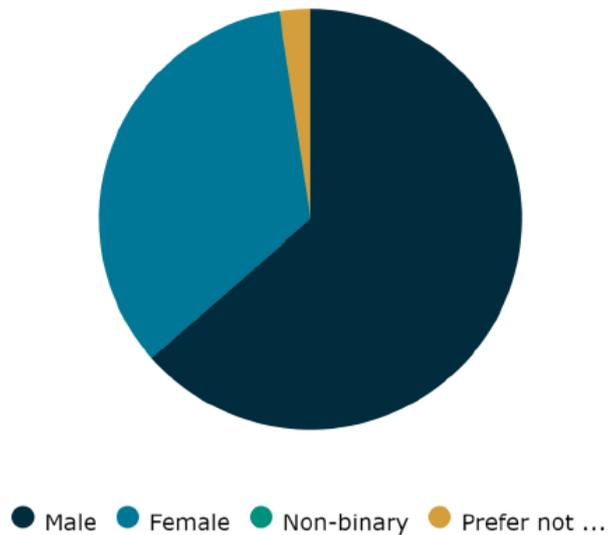
### Age

There was a mix of ages who responded to the consultation.



### Gender

60% of respondents are male, while 38% are female, and 2% prefer not to say.



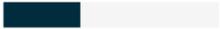
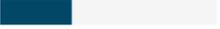
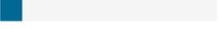
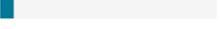
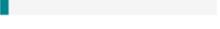
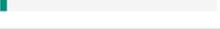
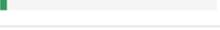
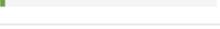
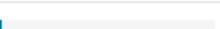
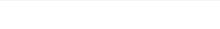
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89.5% of Contributors provided data (85 of 95)

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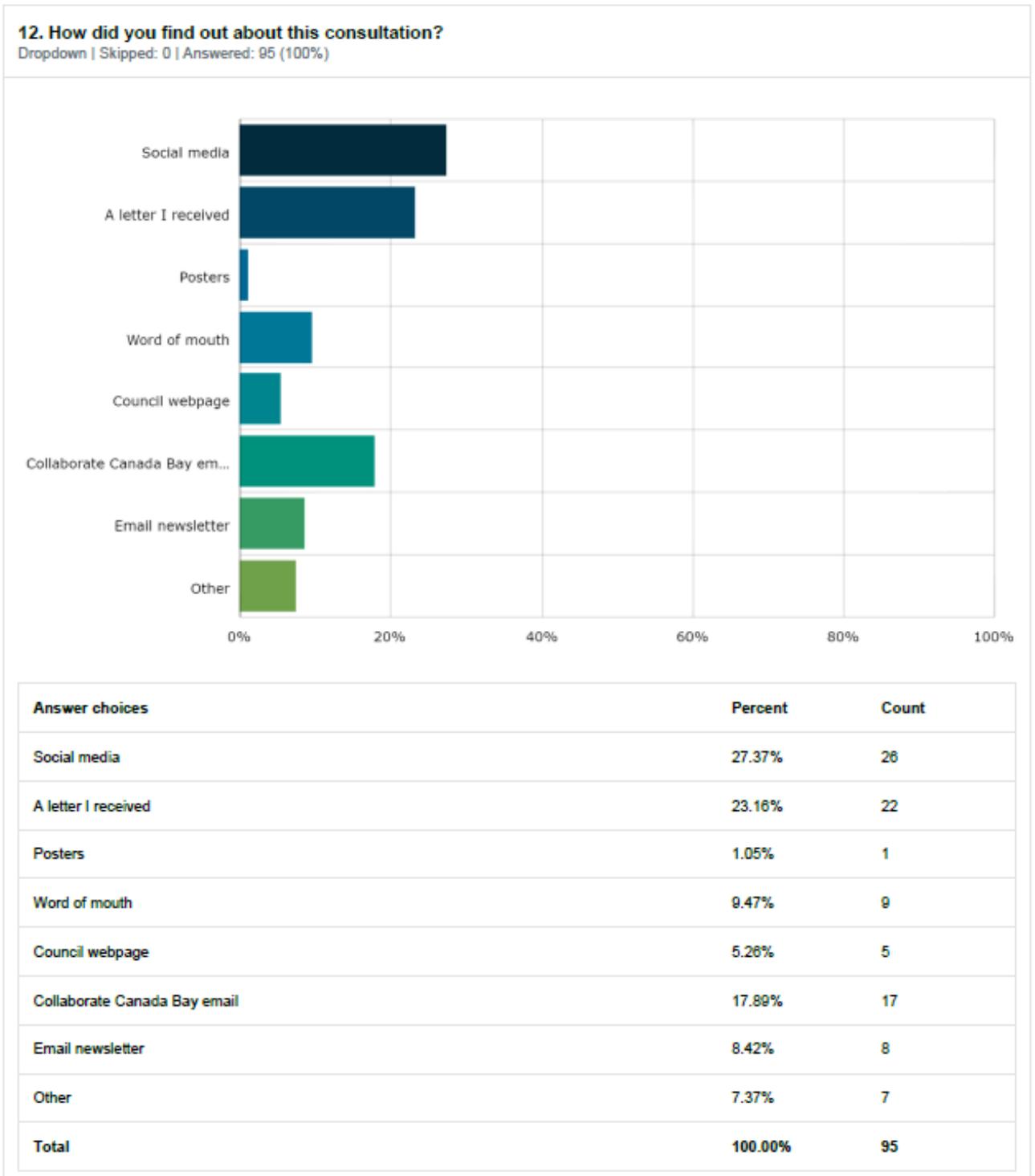
## Suburb

Over three quarters of respondents live in the Council area as shown in the below breakdown based on provided post codes.

Member Contributions by Location					
Information regarding the location of Members who have made contributions in your engagement activity.					
Location	Postcode	Contributors	Contributions		
Five Dock, Abbotsford, Wareemba, Russell Lea, Rodd Point, Chiswick, Canada Bay	2046	33	33		35%
Concord	2137	30	30		32%
Drummoyne	2047	9	9		9%
Liberty Grove	2138	5	5		5%
Leichhardt	2040	3	3		3%
Homebush Bay	2127	2	2		2%
Pymont	2009	2	2		2%
Beecroft	2119	1	1		1%
Blaxcell	2142	1	1		1%
Camperdown	2050	1	1		1%
Chatswood West	2067	1	1		1%
Denistone East	2112	1	1		1%
Enmore	2042	1	1		1%
Haberfield	2045	1	1		1%
North Epping	2121	1	1		1%
Rozelle	2039	1	1		1%
Rushcutters Bay	2011	1	1		1%
South Yarra	3141	1	1		1%
100% of Contributors provided data (95 of 95)					

## 9. Promotional tools

Social media, letter box drop and Collaborate email marketing were the most popular way the community heard about the consultation.



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**Collaborate Canada Bay is our online community engagement platform where you can help build the future of your area.**

We share information on projects we're working on, and ask for your input. Join today to have your say: [collaborate.canadabay.nsw.gov.au](https://collaborate.canadabay.nsw.gov.au)

**LAST DAYS TO HAVE YOUR SAY:**

**Concord to the Bay Run cycleway**

We're currently seeking feedback on our concept plans for a \$7 million bike route through Concord, Five Dock and to the Bay Run, fully funded by the NSW Government. Check out the plans and share your feedback by 12 August 2020.



**Community Safety and Crime Prevention Plan**

Ensuring our community remains one of the safest in Sydney. Our draft plan is currently on exhibition. Closing 11 August 2020.



**City of Canada Bay** August 10

Great news! We are building a brand new cycle route and want to hear what you think of the plans 🚲👍👏

Our \$7 million regional cycling route will connect Concord with the Bay Run, enhancing safe connectivity through Five Dock and the rest of our City, to the inner west and Sydney CBD. The route is a key part of the City of Canada Bay's new Bike Plan which is being developed for our entire area. The NSW Government is funding this project as part of the Parramatta Road Urban A... See More

**Concord to the Bay Run**  
The East West Regional Cycleway

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**Concord to the Bay Run**  
The East-West Regional Cycleway - connecting our city through...

8,042 People Reached    1,819 Engagements    [Boost Post](#)

👍❤️👏 185    47 Comments 14 Shares

Like    Comment    Share

## City of Canada Bay Facebook page 5 August 2020

**City of Canada Bay** August 5

Hot off the press! 🗞️🚲

Planning for a \$7 million cycleway connecting Concord to the Bay Run has begun.

"With more of our community choosing cycling as their preferred mode of transport, we are preparing to construct a key cycleway that will better connect our City for cyclists and pedestrians," City of Canada Bay Mayor Angelo Tsirekas said.... See More



SHR.LINK

**New cycleway to transform the City of Canada Bay**

Planning for a \$7 million cycleway connecting Concord to the Bay Run ha...

2,843 People Reached      457 Engagements      [Boost Post](#)

Donna Mikhael, Ian Armstrong and 56 others    5 Comments    4 Shares

Like    Comment    Share    🌐

## City of Canada Bay Instagram 11 August 2020

**canadabay**  
11/08/2020 05:00:16 pm



Stats    Comments    Albums / Labels

Last chance to have your say! We are building a brand new cycle route and want to hear what you think of the plans 🚲📍🗺️

Our \$7 million regional cycling route will connect Concord with the Bay Run, enhancing safe connectivity through Five Dock and the rest of our City, to the inner west and Sydney CBD. The route is a key part of the City of Canada Bay's new Bike Plan which is being developed for our entire area.

The NSW Government is funding this project as part of the Parramatta Road Urban Amenity Improvement Program.

Head to the link in bio to check out the plans and submit feedback.

[#cityofcanadabay](#) [#bikeplan](#) [#cycle](#) [#cyclegram](#) [#bayrun](#)

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