

**From:** [no-reply@planning.nsw.gov.au](mailto:no-reply@planning.nsw.gov.au) on behalf of [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE\\_PS\\_ePlanning Exhibitions Mailbox](#)  
**Cc:** [REDACTED]  
**Subject:** Pyrmont Peninsula Place Strategy  
**Date:** Friday, 28 August 2020 5:34:20 PM

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Submitted on Fri, 28/08/2020 - 17:32

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am making a personal submission

**Name**

**First name**

Simon

**Last name**

Cookes

**Council name**

{Empty}

**Council email**

{Empty}

**I would like my submission to remain confidential**

No

**Info**

**Email**

[REDACTED]

**Suburb/Town & Postcode**

2000

**Submission file**

{Empty}

**Submission**

DEDICATED BIKE INFRASTRUCTURE

Need much more separated bike paths.

Cycling good for:

Health, space saver, quickest over about 2km to 10km, good for street life, less dangerous (than cars, trains, buses, motorbikes), cheap, and great for the environment.

Cycling for commuting only works when:

- Dedicated (bike only! no cars, car doors, no pedestrians).
  - Comprehensive and continuous (no stops, no missing sections, every second street, like tight grid network, no steps, goes all the way to interestion).
  - straight and smooth (no sharp corners, no big pot holes, no gravel).
  - wide enough (2.5m in both directions, same direction as flow of cars, bike cyclists side by side in same direction for overtaking)
  - separated (like Copenhagen does with 100mm curb up from road hen ano her 100mm curb up to the footpa h. NOT JUST PAINT).
- Copy Copenhagen EXACTLY hey have it sorted.

**I agree to the above statement**

Yes

{Empty}