

Mr Matthew Stewart  
General Manager  
City of Canterbury Bankstown  
PO Box 8  
Bankstown NSW 1885

Via email: [haveyoursay@cbc.city.nsw.gov.au](mailto:haveyoursay@cbc.city.nsw.gov.au)

28<sup>th</sup> March 2022

Dear Mr Stewart,

**Re: Planning for Campsie Town Centre**

Thank you for the opportunity to provide feedback on the revised draft Campsie Town Centre Master Plan.

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups. Our mission is to *'Make NSW better for all bicycle riders'*, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

The plan for Campsie, featured in the revised draft Campsie Town Centre Master Plan, pursues an inclusive and progressive vision for a vibrant and growing cultural centre. The Master Plan's emphasis on active transport and 'development that responds to human scale', accommodates a modal shift away from private vehicle dependence towards sustainability. This is in keeping with the 'Moving Better' theme which aims to ensure that residents, workers and students are less reliant on cars and can spend more time with their families or being active.

The emphasis on connectivity throughout the draft Master Plan is encouraging particularly in reference to improved linkages between Burwood and Campsie. In addition, dedicated pedestrian and cycle bridges crossing Cooks River, combined with bicycle paths skirting Cooks River and accessing Campsie, improve the amenity and livability by highlighting natural assets. Encouragingly, this theme is expanded with public transport connectivity, especially north-south along Canterbury Rd, currently very dangerous for cyclists.

The emphasis on human-centred design (Draft Plan Directions, p. 39), positioning Campsie 'as a centre for people' finds full expression in the City's planning for **complete streets** exemplified in Beamish and High Streets (Draft Plan Directions, p. 54), Campsie North (Draft Plan Directions, p. 55), Campsie South (p. 56), Anzac Park (p. 57) & Campsie Medical Precinct (p. 58). The complete streets hierarchy, which prioritises pedestrians and then cyclists (p/ 98), shows an encouraging commitment to inclusive integrated active transport and international best practice. The City of Canterbury Bankstown expands the concept (p.102) with the 'shift to active transport', 'livability' and reduced parking. In cities such as Montreal, Paris and Amsterdam the idea of continuous footpaths is the norm at most intersections. Bicycle NSW applauds this aspect of the draft Master Plan. For improved walkability, livability, reduced emissions, and to boost local commerce, we urge the City of Canterbury Bankstown to consider continuous sidewalks at all intersections where pedestrian activity is high.

The draft Master Plan has a strong theme of environmental sustainability which seeks to maximize tree canopy (p. 91) and promote a leafy residential character (p. 60-61). Also, we note the commitment to deliver and improve the connectivity of open spaces (p.88) such as the Cooks River foreshore riparian areas (p. 90). These developments go beyond aesthetics and seek to improve comfort, and safety through the reintroduction of urban green spaces. The proliferation of concrete effectively makes Campsie a heat sink which is a major issue for pedestrian and rider safety, especially as the climate changes and average temperatures increase.

On that crucial environmental note, we sincerely ask that The City of Canterbury reconsider its commitment to carbon neutrality by 2050. The Net Zero by 2050 target is a low bar set by the Federal Government. A 2050 target is completely out of step with global expectations and efforts by other councils to reach Net Zero by 2030. It also lacks the impetus needed to effect real, credible change in the immediate term. This is an important issue given Canterbury Bankstown emits approximately 2.5 million tonnes of CO<sub>2</sub> annually, equalling 6% of Sydney's overall emissions. In addition, a commitment to be carbon neutral by 2030 is aligned with the IPCC recommendations. Given all the other excellent work in the draft plan promoting active transport, reducing private car dependence, and improving the safety and amenity for the people of Campsie, Bicycle NSW is of the view that to not go that extra step is selling a good plan short.

## Conclusion:

A commitment to new active transport infrastructure will deliver innumerable benefits to all Campsie residents. Improved walking and cycling paths will contribute to connected and liveable communities, increase resilience to climate change, reduce carbon emissions and ignite new industries such as sustainable tourism. Creating safe and attractive routes to workplaces, schools, reserves and recreation facilities will foster healthy lifestyles and ensure equitable access to economic opportunities for people of all ages, incomes and abilities.

Bicycle NSW would like to be involved with the delivery of future active transport infrastructure in the City of Canterbury Bankstown. We can offer expert advice at each stage, from the planning of walking and cycling networks to the detailed design of paths and intersections. Many of the relevant technical standards, policies and guidelines are drawn together on our [website](#).

Yours faithfully,

***Francis O'Neill***

Francis O'Neill

Head of Advocacy  
Bicycle NSW



Peter McLean

Chief Executive Officer  
Bicycle NSW