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12<sup>th</sup> August 2022

Dear Mr. Stewart,

**Re: Plans for three Green Corridors**

Thank you for the opportunity to comment on Canterbury-Bankstown Council's Green Corridors plans.

Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups. Our mission is to *'create a better environment for all bicycle riders'*, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to 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 three Green Corridors present an excellent vision for the development of important active transport connections in Canterbury Bankstown, utilising the open space networks to create a diverse, vibrant, healthy and resilient city.** The three Green Corridors will enhance blue and green biodiversity corridors, offer multiple recreational opportunities and act as a focal point for community and culture. Greater Sydney's ecological and hydrological corridors are key contributors to liveability and amenity.

Canterbury Bankstown is one of the most culturally, socially and economically diverse communities in Sydney. 68% of residents speak a language other than English at home and 51% were born overseas (compared to 29% and 35% for NSW as a whole)<sup>i</sup>. The COVID-19 pandemic has clearly demonstrated the importance of open space and recreation facilities while exposing the inequality of access in lower socio-economic areas. Areas such as Canterbury Bankstown, where the average weekly household income of \$1556 is well below the Sydney average (\$2077)<sup>ii</sup> have particular need for high quality parks to enable both active and passive recreation.

Bicycle NSW wishes to stress the significance of the Green Corridor proposals for the development of an integrated **regional bicycle network**. Not only will the Green Corridors support local journeys to work, school, shops and public transport, but their strategic location (Figure 1) in Greater Sydney will help facilitate longer trips for commuting and recreation.



Figure 1: A plan locating the three Green Corridors (Source: Canterbury Bankstown Council / Arup)

The Green Corridors plans set out high-level ambitions that will form the basis for a great number of exciting projects to benefit the local community. We recognise that the Green Corridors involve multiple stakeholders/landowners including NSW National Parks and Wildlife Service, Transport for NSW, Sydney Water and neighbouring Councils and getting consensus on the best way forward is a complex process.

Community and stakeholder endorsement of this stage will allow Council to develop critical elements of the Green Corridors in detail, with a focus on completing missing and sub-standard links in the active transport network. It is essential that Council has 'shovel-ready' projects in the pipeline for when funding becomes available. This is an increasingly important pre-requisite for NSW Government support.

## Strategic context:

We have reviewed the plans alongside relevant plans that relate to Canterbury Bankstown. The proposed Green Corridors align well with the high-level ambitions outlined in:

Transport for NSW Future Transport 2056 Plan<sup>iii</sup>, which commits to provide a regional cycle network in Greater Sydney, known as the Principal Bicycle Network, which includes several routes crossing Canterbury-Bankstown. Future Transport 2061 is currently being prepared following stakeholder consultation and will put an even greater emphasis on sustainable mobility.

Greater Sydney Region Plan, A Metropolis of Three Cities (2018)<sup>iv</sup> contains 10 directions to create “three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places”. Increased liveability will be delivered by focusing on walkability, with a network of green

corridors for active transport, as set out in Objective 32. The Green Corridors will make a significant contribution to the plan's vision for connecting Bankstown and Campsie with important strategic centres of Burwood, Sydney Olympic Park and Mascot. The plan locates Canterbury Bankstown straddling both the Eastern Harbour City and the Central River City and identifies Bankstown as a major Health and Education Precinct.

South District Plan (2018)<sup>v</sup> set outs how integrated land use and transport planning can help achieve the 30-minute city through increasing development density near public transit corridors in Planning Priorities S1 and S12. The need for better accessibility, connectivity and amenity for pedestrian and cyclists is also emphasised in Planning Priorities S2, S3, S4, S6, S15 and S16. The three Green Corridors are highlighted as **priority projects** (along with Salt Pan Creek Open Space Corridor).

Sydney Green Grid<sup>vi</sup>, developed by the NSW Government Architect in 2017 and reflected in the district and region plans, proposes an interconnecting network of open spaces that support walking and cycling. The Canterbury-Bankstown area is covered by the South District document which identifies all three Green Corridors (Figure 2). will keep the region cool, encourage healthy lifestyles, support walking and cycling, provide better access to open space, enhance bushland and support ecological resilience. The three Green Corridors have the potential to be exemplars of the Green Grid due to their central location between strategic and local centres, providing connection to education facilities, major business centres and urban renewal corridors.

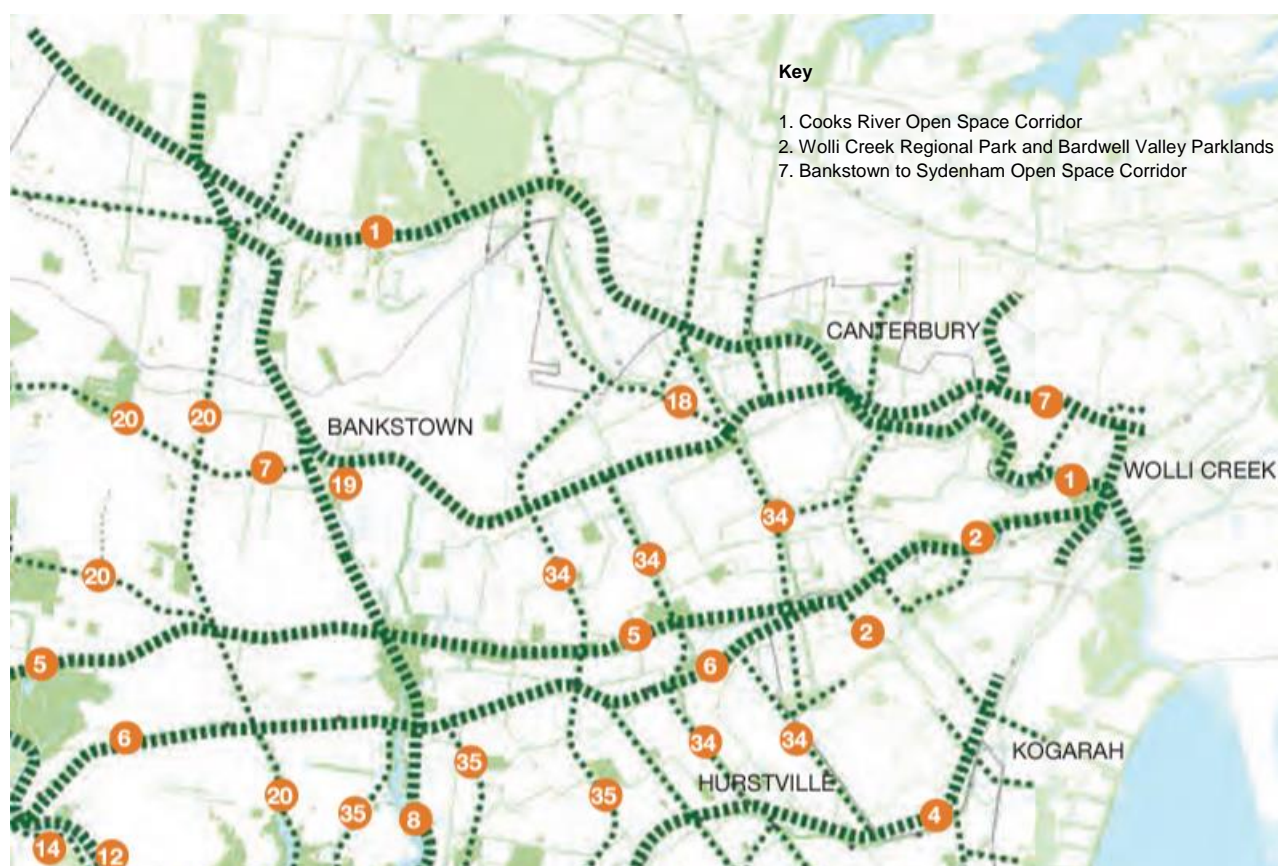


Figure 2: Extract from the Green Grid showing project opportunities in the Canterbury-Bankstown area (Source: Tyrrell Studio / NSW Government Architect)

CBCITY 2036 Community Strategic Plan<sup>vii</sup> is an excellent document which celebrates the diversity and optimism of Canterbury Bankstown's population. Improved active transport infrastructure would not only help



achieve *Destination 4. Moving and Integrated* but also *Destination 2. Clean & Green*, *Destination 5. Healthy and active* and *Destination 6. Liveable & Distinctive*.

Connective City 2036 Local Strategic Planning Statement<sup>viii</sup> sets a target of increasing the combined mode share of public and active transport for journeys to work from 25% in 2019 to 49% in 2036. The development of the Active Transport Action Plan is a priority (E.2.10) in *Evolution 2: Movement for Commerce and Place*. Under *Evolution 5: The Green Web*, Council will strive to triple the current active transport to 100km by 2036. Connecting the Cooks, Georges and Parramatta River catchments with the green and blue grid is one of the key 5 Metropolitan Directions. Another significant ambition is the increase in the naturalised Cooks River edge from 15% to 90% by 2036.

Canterbury Bankstown Active Transport Action Plan 2021-2031<sup>ix</sup> puts forward a vision 'to provide a high-quality walking and cycling network'. A series of high-level routes have been identified based on connections into neighbouring LGAs, key destinations across the City, maximising existing infrastructure and providing broad network coverage (Figure 3). Routes 8, 9 and 12 align with the Green Corridors. **Very high priority is assigned to the design and construction of Route 8** (which includes the Sydenham to Bankstown corridor) in the Action Plan.

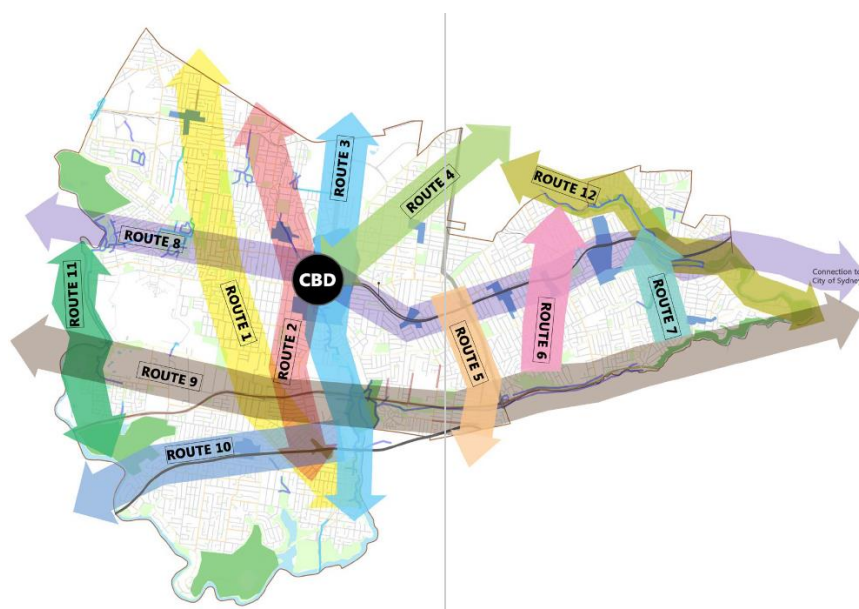


Figure 3: The proposed future cycling network  
(Source: Canterbury Bankstown Council's Active Transport Action Plan)

It has been a pleasure to study the comprehensive suite of strategic planning documents that Canterbury Bankstown Council has published, including the excellent Bankstown Complete Street Project. We applaud the Council's efforts to ensure that each document aligns with the others to support a unified approach to the delivery of active transport infrastructure and public open space.

## Opportunities:

In 2021, Canterbury-Bankstown recorded a population of 378,000<sup>x</sup>. This figure is expected to increase by 32% to 500,000 by 2036<sup>xi</sup>. Congestion is a major and growing problem and the transport network is already under pressure. To maintain lifestyle amenity as population grows, Council will need to balance transport options and ensure that the good access is provided to important destinations for all road users. It is imperative not to continue with a business-as-usual approach to transport where 74% of trips are made by private car (compared to an average of 69% across Greater Sydney)<sup>xii</sup>.

Canterbury-Bankstown has low rates of cycling participation but there is latent demand for active travel. Throughout the Covid-19 pandemic, Council received many requests from residents for better bike facilities. The community engagement survey for the Green Corridors showed that sustainable transport is a priority for over 60% of respondents, with new walking and cycling paths a key request for development of the corridors<sup>xiii</sup>.

Further impetus to reduce car use and encourage active travel comes from research published by the Western Sydney Diabetes alliance showing that more than half of Western Sydney's population is overweight and at risk of developing type 2 diabetes. The incidence rises by 1% annually<sup>xiv</sup>. Active transport infrastructure is needed urgently in Canterbury Bankstown to help reverse inactivity and improve public health.

There has never been a better time to build infrastructure for bike riding and active transport. The new Minister for Infrastructure, Cities and Active Transport has recently confirmed that the Principal Bike Network is a priority for Transport for NSW. In early 2021, Transport for NSW published two policies that require State projects to prioritise road space for active transport:

- Providing for Walking and Cycling in Transport Projects Policy CP21001<sup>xv</sup>
- Road User Space Allocation Policy CP21000<sup>xvi</sup>

The policies establish a road user hierarchy that considers pedestrians first and private cars last, as shown in Figure 4.

### Order of Road User Space Considerations



Figure 4:  
Diagram expressing Transport  
for NSW's road user priority.  
(Source: Transport for NSW)

NSW Government has committed to provide a regional cycle network in Greater Sydney, as outlined in the Future Transport 2056 Plan<sup>xvii</sup>.

The latest, and most exciting, document to be published by Transport for NSW under the direction of Minister Stokes is the Eastern Harbour City Strategic Cycleway Corridors<sup>xviii</sup>. 30 strategic corridors have been identified for eastern Sydney, making up approximately 250 km of cycle network. The corridors will connect key centres and major points of interest. Exact routes will be subject to detailed design and collaboration with councils and the community. The corridors will form the backbone of the Principal Bicycle Network.

As shown in Figure 5, the three Green Corridors align with strategic cycleway corridors. The Eastern Harbour City was the first of the 6 cities of the newly-defined sandstone megaregion to receive a

cycleway corridors plan in April 2022; the other cities will follow by the middle of 2023. The Central River network will pick up the western sections of the Green Corridors.

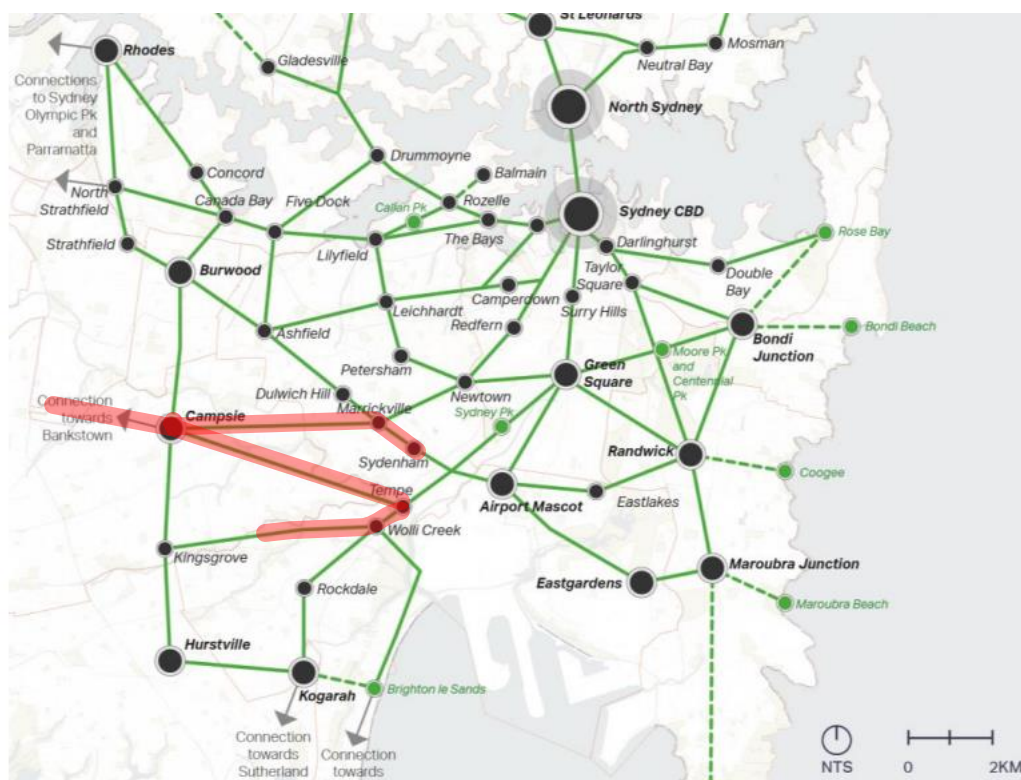


Figure 5: Extract from the new Strategic Cycleway Corridor network map. The three Green Corridors are highlighted in red. (Source: TfNSW)

The Green Corridors will provide safe cycling infrastructure that is completely separated from vehicles and caters for riders of all ages and abilities, as preferred by Bicycle NSW. According to the best practice 'cycling segmentation' model, developed in Portland USA to identify the type and needs of existing and potential bike ride riders<sup>xix</sup>, such cycle paths will allow 70% of local residents to consider journeys by bike (Figure 6). The area has some steep inclines but the increasing use of e-bikes and other micromobility devices will ensure that active transport options are accessible to all residents.

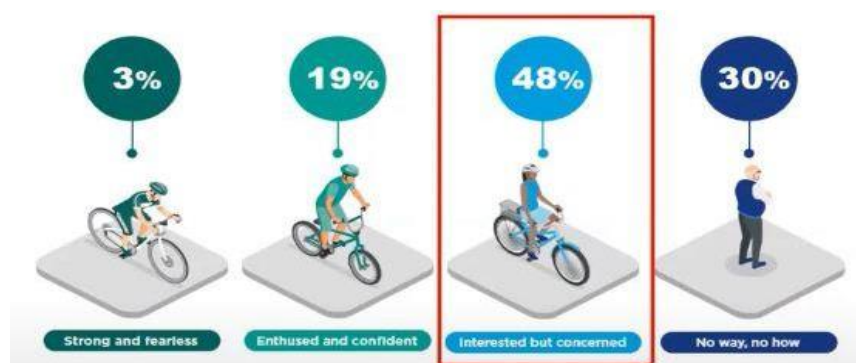


Figure 6:  
Four general categories of comfort levels  
for cycling as transportation.  
Source: North Sydney Council

The Bicycle NSW *Build it for Everyone* policy pillar<sup>xx</sup> sets a standard that bicycle infrastructure should be fit for eight year old children or elders to ride on. The Green Corridors aspire to this standard and must not include 'door zone' bike lanes, bike stencils on the road or dangerous intersections that deter the 48%<sup>xxi</sup> of people who are 'interested but concerned' from making the switch to bike riding.

## The three Green Corridors

### Sydenham to Bankstown Corridor

The delivery of a continuous active transport corridor in conjunction with the Southwest Metro represents a **transformational opportunity** to change travel behaviour in Canterbury Bankstown. An off-road facility away from the congested roads will enable residents to walk and cycle to the Metro stations and catch public transport across the City<sup>xiii</sup>. Multi-modal transport options will supercharge the capacity of the Metro to take private cars off the road.

The Sydenham to Bankstown Corridor forms part of Council's Route 8, connecting to the Georges River at Georges Hall in the west to the Cooks River Cycleway in the east, and the proposed extension of the Inner West GreenWay. As discussed earlier, it aligns with a raft of strategic policies and plans including Sydenham to Bankstown Urban Renewal Corridor Strategy (NSW DPIE), Sydenham to Bankstown Walking and Cycling Strategy, CBCity Community Strategic Plan 2028, Connective City 2036, Sydney Green Grid, Playground and Play Spaces Strategic Plan (CBC), Active Transport Action Plan (CBC), Bankstown Complete Streets, and Premier's Priority: Greening our city and Greener Public Spaces

Although the construction of an east-west active transport link is a condition of the Metro project, it so far appears that Sydney Metro are intent on creating a route that is squeezed into the highly urbanised streets adjacent to the rail line. A hotch-potch of shared paths and mixed traffic treatments, placing people on bikes in conflict with people walking or driving, and constantly interrupted by driveways and intersections, will not lead to the mode shift that Council and NSW Government need to achieve.

Bicycle NSW supports Canterbury Bankstown Council in advocating for a continuous and dedicated cycleway in the rail corridor rather than a hybrid solution using local streets. The detail design for the conversion of the existing rail line to Metro must incorporate a wide shared path. It will be much easier to construct a high-quality active transport facility when the line is closed and it is possible to alter track and fencing alignments. It will be impossible to retrofit a shared path once the new tracks are laid and trains are running if space if adequate space has not been created.

**As the Metro station precincts develop and population booms over the next 20 years, it is essential that NSW Government does not miss the opportunity to unlock the rail corridor for active transport.**

Projects B, E, I and J relate to the creation of a best-practice, future-proof active transport link in the rail corridor and we consider this to be the immediate priority. All other listed projects have merit and should proceed to the next stage for funding and detailed design. As proposed by local Members from Bike User Group Bike South West, projects A. Griffith Park, D. Pedestrian/cycle bridge at Punchbowl, L. Thorncraft Parade, M. Carrington Square and N. Tasker Park are particularly needed to address missing links and ensure the future east-west cycleway connects with local walking and cycling networks.

### Cooks River Corridor

The Cooks River cycleway is one of the oldest and longest shared use paths in Sydney, a largely-off road facility that connects Homebush Bay with Botany Bay. The path links to the Inner West and Bayside cycling networks and forms part of the Bay to Bay and Two Valleys Trail routes.

The Cook River cycleway is very popular as a recreational route but suffers from conflict between different users (walkers, bike riders, dogs and joggers). There are a limited road and rail crossing points and many bridges and underpasses are sub-standard for current usage patterns. There is insufficient connectivity with



suburbs adjoining the Cook River to support higher levels of regional commuting as part of the Principal Bicycle Network. In addition, much of the hydraulic system is degraded and there is a need to restore natural river processes and aquatic habitats, improving water quality and stormwater management.

The Green Corridors plan proposes **very important infrastructure upgrades** such as new and improved river crossing points, increased path widths, better lighting and clearer wayfinding.

We recognise that many community groups place greater emphasis on the naturalisation of the corridor than improving facilities for recreation. However, Bicycle NSW is convinced that both outcomes can be achieved with sufficient investment and sensitive design. The changes to the Cooks River cycleway should be considered as **minor tweaks** to an already excellent facility. Widening the shared path is much needed in many sections. To reduce the impact of additional concrete, we suggest that Canterbury Bankstown Council explores separating the pedestrian and cycling space, with vegetation used as visual buffer (Figure 7).



Figure 7:  
Separate paths for walking and cycling  
reduce conflict and minimise the visual  
and environmental impact of widened  
shared paths  
(Source: <http://www.pedbikeimages.org/> -  
Dan Burden)

Other key upgrades will improve road crossings and connections across the river. It is essential to ensure that bike riders can use the bridges and road crossings without dismounting. Many recent modifications on the Cooks River cycleway have converted z-crossings into signalised pedestrian crossings with no bike lantern, forcing cyclists to dismount to cross the roads. Cyclist Dismount signs have been added to some bridge crossings as a quick fix to conflict arising from inadequate infrastructure. For cycling to become a mainstream active transport choice, safe, connected and continuous routes are essential. People driving are not forced out of their cars and asked to push them; cyclists should not have to do this either!

It is fantastic to see that construction of the new underpass at Charles Street will commence in August 2022<sup>xxiii</sup>. Our Members have long advocated for an improvement to this narrow and dangerous section of the shared path and we thank Canterbury Bankstown Council for prioritising the delivery of a safe, future-proof solution.

Many of the potential projects listed on pages 20-24 would create important connections to neighbouring suburbs and the wider active transport network. It has long been challenging to develop cycleways through residential streets to feed into the Cook River corridor. The new State Government policies around the reallocation of road space for walking and cycling will allow Council to take a more robust approach to creating space for active transport without losing trees and verges.



We would like to share some comments from Members of Bike South West and St George BUG regarding the suggested projects:

A. Strathfield Golf Course is an important site for regional connectivity. A path along the pipeline would be fantastic if Sydney Water will grant access; alternatively, a cycleway along the Hume Highway could be built to connect to Strathfield

D. Maria Reserve and Elliot Reserve Dog Park (SC) should connect to Greenacre and ultimately Bankstown CBD, using Norfolk Rd and Mainline Rd to cross the Chullora rail yards, then Cosgrove Rd, Hope St and Cook Park.

E. Yana Badu Wetlands is an exciting opportunity for creating new ecology-rich public space with active transport links.

F,G,H. Improvements to cycling infrastructure in Campsie along Burwood Rd and Brighton Ave are strongly supported.

M. Wardell Rd Bridge is urgently in need of upgrading and should be a priority for Council.

O. Gough Whitlam Park upgrades should include an improved or new bridge crossing to join the cycleway at Tempe Station.

P. Waterworth Park needs enhanced cycle paths that would connect to other areas.

Members have also highlighted that the entry to Cup and Saucer wetlands from the roundabout at Fore Street is unsafe and changes to make it easier to navigate on foot or bike should be added to the project list.

Finally, the Q - Cooks River Wayfinding proposals are excellent and will help achieve a key objective of safe and legible access to and through the corridor. Please ensure that signage:

- includes directions and distance to local centres at exit points from the cycleway
- shows the cross street names on bridges over the cycleway
- incorporates positive messages to share the paths and encourage cooperation between users
- and does not ask bicycle riders to dismount!

### **Wolli Creek Corridor**

Wolli Creek Regional Park is an important pocket of bushland in the heavily urbanised inner south-west of Sydney, an area crossed by rail lines and arterial roads and more commonly associated with industrial land uses. Managed by the NSW National Parks and Wildlife Service, the sliver of remnant greenery has been protected from inappropriate development by several active community groups.

The corridor plan proposes low-impact upgrades to the walking paths and recreational facilities with more wayfinding and educational signage.

However, the desire to preserve the natural paths and maintain the tranquillity of the bushland must be balanced with a clear community wish for enhanced active transport links. The community engagement survey in 2021 showed that sustainable transport and cycling routes in the Wolli Creek corridor were a priority for around 50% of the 176 respondents<sup>xxiv</sup>.

There is a critical missing link in the active transport network between the end of the M5 Linear Park at Bexley Road and the Cooks River cycleway (Figure 8). Several options have been put forward over many years to complete this gap with a high-quality, direct and comfortable cycleway that would form part of the regional bicycle network:

- It may be possible to work with NSW NPWS to develop a shared use path along the Wolli Creek Regional Park that sits comfortably within the bushland setting.

- The rail corridor would provide an excellent level and direct route if traditional barriers to placing walking and cycling facilities within or alongside the rail line can be overcome.
- Residential streets adjacent to the Wollie Creek corridor could provide an acceptable route with appropriate street treatments to reduce traffic volumes and speed. Although hilly, the increasing use of e-bikes and other forms of micromobility make a back street option more feasible. Safe crossings will need to be created at busy road junctions.

Bicycle NSW urges Canterbury Bankstown Council to continue working with Transport for NSW, Sydney Trains and NPWS to develop a best-practice solution to connect the M5 linear path with the Cooks River.

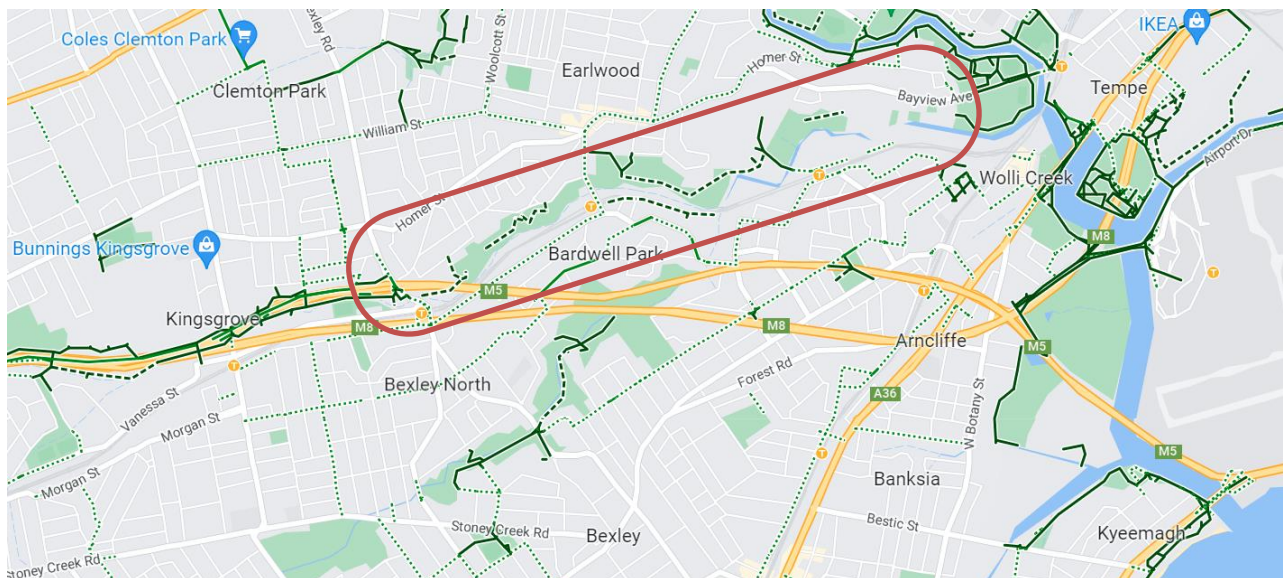


Figure 8: The location of the missing link in the active transport network. Solid dark green lines show bicycle facilities (Source: GoogleMaps)

## General considerations:

### • Future proof the active transport network

The status quo of walking and cycling activity in Canterbury Bankstown is likely to change rapidly. The density of walkers will increase when new housing and retail is delivered as proposed. An upswing in travel by bikes has occurred recently due to COVID-19 responses, the expansion of the active travel network, individual reactions to climate change, a surge in online delivery services and the growing popularity of e-bikes. In addition, State policies to address climate change and urban liveability will add to pressures on councils to secure a much bigger modal share for walking and cycling.

It is important to future proof the cycle network by allowing for increased demand at the outset. Paths should be wide enough for overtaking and must accommodate a range of mobility options such as cargo bikes and disability scooters. **A minimum width of 3m** should be achieved at all times with extra width considered where volumes of people walking and cycling may be high<sup>xv</sup> (see Figure 9). It is important that faster cyclists can overtake and that pedestrian comfort is never compromised. In busy areas, or on steeper sections, paths should be wide enough to provide separate space for pedestrians.

Bicycle NSW recommends referring to the new Cycleway Design Toolbox<sup>xxvi</sup> and the 2017 Austroads Cycling Aspects of Austroads Guides (AP-G88-17) to ensure that the paths are constructed to current best practice.

Figure 9: Suggested shared user path widths (Source: Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling AGRD06A-17)

	Suggested path width (m)		
	Local access path	Regional path <sup>(3)</sup>	Recreational path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.0 <sup>(1)</sup> – 3.0 <sup>(2)</sup>	2.5 <sup>(1)</sup> – 4.0 <sup>(2)</sup>	3.0 <sup>(1)</sup> – 4.0 <sup>(2)</sup>

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low.
2. A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, in-line skaters etc.).
3. May be part of a principal bicycle network in some jurisdictions.

- **Ensure that new cycle infrastructure is inclusive**

All types of bikes should be accommodated by the cycling infrastructure, including cargo bikes and tricycles. Again, the width of the paths is critical and it is important to consider turning radius, dropped kerbs, ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network. Cargo bikes will increasingly be used for deliveries and have huge potential to play a key role in a sustainable transport system. Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on urban streets due to barriers caused by poor urban design. Any measures enabling cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scooters<sup>xxvii</sup>.

- **Provide separated bicycle paths for on-road sections of cycleways**

Where cycle infrastructure is provided in road corridors, there is a choice of treatments. Shared paths in the form of widened footpaths have been the preferred option for most councils.

However, there are several reasons why a **shared path** is not appropriate for important and well-used sections of the cycling network. These include conflict between people walking and cycling, which will get worse as population and active travel increase; the loss of verges, vegetation and, in some instances, mature trees; the uncomfortable pinch points caused by bus stops, power poles and retained trees; and constant interruptions when crossing side streets where vehicles effectively have priority. Importantly, no attempt is made to change the dial on car use when bicycles are squeezed into pedestrian spaces. By leaving the road between the kerbs as the unchallenged domain of private cars, with wide vehicle lanes and ample parking, car travel is encouraged, unsafe speeds are common and the modal shift needed to meet climate, health and liveability imperatives may not occur.

Segregated bi-directional bicycle paths have many benefits over shared paths:

- People riding bikes are separated from pedestrians and vehicles, reducing conflict.
- Street trees and green verges are not impacted.
- The narrower vehicle lanes will slow traffic, reducing noise and improving safety for all road users.
- No additional asphalt is required, reducing issues with urban heat and stormwater.
- Sufficient space is created to enable a significant modal shift to active transport.



- New landscaping and important pedestrian safety features such as kerb extensions can be incorporated into the buffers and the parking lanes.
- The cycle paths can be prioritised over driveways and minor road intersections.
- Motorists exiting driveways have a better sightline to approaching cyclists, improving safety.

The new Transport for NSW Cycleway Design Toolbox<sup>xxviii</sup> and Austroads Cycling Guide recommend a minimum width of 3.0m for a bi-directional bicycle path. A 3.0m wide path will be comfortable for bike riders of all ages and abilities, allows for faster riders to overtake, accommodates innovative and emerging forms of micromobility such as cargo bikes and e-scooters, and caters for future growth in ridership.

Canterbury Bankstown Council must initiate brave discussions with Transport for NSW and the community about reallocating road space from private cars to reflect the priorities set out in the Road User Space Allocation Policy CP21000<sup>xxix</sup> and Council's own policies.

In our recent meeting, the Minister for Active Transport, Rob Stokes MP, stated his preference for properly separated walking and cycling infrastructure<sup>xxx</sup>. He expressed his strong belief that **the road-related environment is a public asset** that must be shared equitably between all road users. Any increase in inconvenience to car drivers, created by reducing road space for driving and parking private vehicles, will incentivise the mode-shift that Transport for NSW and Council seek. This will benefit local residents with quieter streets, and less pollution, noise and through-traffic.

An alternative to separated bicycle paths, only suitable for quiet residential streets with low traffic volumes, is a shared space 'bicycle boulevard' or 'quietway' treatment where traffic calming interventions ensure very slow vehicle speeds. Most bike riders will feel safe using the vehicle lanes if traffic speeds and volumes are low.

Many councils, including Randwick, Parramatta and City of Sydney, have installed pop-up cycleways to expand the network quickly. These lanes have demonstrated the importance of physical separation to the usability of bike infrastructure, while showcasing less expensive ways to provide it (Figure 10). Permanent changes to kerbs, parking and landscaping can then be made when funds allow.

Bicycle NSW has drawn together the relevant standards, policies and resources on our website and we are happy to support Council's efforts to test and implement cycle paths and new treatments.



Figure 10: Pop-up infrastructure in Sydney (Source: Bicycle NSW / Randwick Today)

- **Reduce speed limits to 30km/h on local streets**

Residential streets form a critical part of any active travel network, connecting homes to the regional routes and Green Corridors. 30 km/h speed limits reduce the need for separate bicycle infrastructure on local residential roads. 30 km/h has been shown as an optimal speed limit to allow people driving and cycling to share the road safely<sup>xxxix</sup> and is becoming a standard speed limit in many parts of the world. All single lane roads in Spain have been under a 30km/h limit since May 2021 and 30% of UK residents live in 20mph areas<sup>xxxix</sup>.

The Western Australian Department of Transport has rolled out several 'bicycle boulevards' using residential streets as part of its Safe Active Streets programme<sup>xxxix</sup>. In addition to a 30 km/h speed limit, a range of physical interventions support slower speeds and reduce traffic volumes and rat running.

Lower speed limits are an important building block for Vision Zero, an approach to road safety that was launched in Sweden in 1994 with the simple premise that no loss of life is acceptable. The Vision Zero approach has been highly successful and has spread to many other countries. The key policies include prioritizing low urban speed limits, pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education<sup>xxxix</sup>.

- **Be strong about removing on-street parking**

Removal of street parking will be necessary in places to create safe raised crossings, wide shared paths and separated bicycle paths. Council must be strong when faced with resident opposition. On-street parking is fundamentally the storage of private property in the public domain. It makes driving easier and generates car trips. When on-street parking is prioritised over safe cycling, active transport for the whole community suffers.

Studies show that parking spaces in commercial areas are less significant for customers than many businesses expect, with owners overestimating the proportion of customers arriving by car by a factor of 3<sup>xxxv</sup>. Visitors themselves overwhelmingly prefer widened footpaths, even if it means sacrificing some parking spaces. Cyclists and pedestrians are better customers, spending over twice as much time in the area and 40% more money per month than people driving. A report from London showed that improvements to the public realm to enable safer walking and cycling lead to a 30% increase in trade<sup>xxxvi</sup>.

A parking survey can be useful to determine precise usage patterns for on-street parking. With accurate data to reflect on, the community may find it easier to accept the loss of parking to allow the installation of a best-practice bicycle path which benefits the wider community.

- **Prioritise pedestrians and cyclists at all intersections**

Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and Council strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure. Pedestrian and bicycle level of service should be optimised with the following features:

- Instant green on demand for pedestrians and bicycles at mid-block crossings, with induction loop detectors for bicycles/wheelchairs/mobility scooters and fully accessible push buttons.
- Longer crossing times so that pedestrians of all ages and abilities have time to cross safely and without stress.
- Automatic green for pedestrians/bicycles at all signalised intersections so there is no need to press a 'beg button'





Bicycle NSW looks forward to working with Canterbury Bankstown Council to progress the detailed design of the Green Corridors. Please reach out to Bicycle NSW with any questions or help needed. If requested, we would be delighted to assist with advocating for cycling infrastructure in the LGA through our connections with politicians, Transport for NSW and neighbouring metropolitan councils.

Yours faithfully,



Sarah Bickford

Bike Planner  
Bicycle NSW



Peter McLean

Chief Executive Officer  
Bicycle NSW

<sup>i</sup> ABS. 2021. Quickstats for Canterbury Bankstown LGA. <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11570>

<sup>ii</sup> ABS. 2021. Quickstats for Canterbury Bankstown LGA. <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11570>

<sup>iii</sup> NSW Government, Future Transport 2056 [Online 1/4/2020] <https://future.transport.nsw.gov.au/plans/future-transport-strategy/future-transport-greater-sydney>, Points 3-5

<sup>iv</sup> Greater Sydney Commission, A Metropolis of Three Cities, 2018. <https://www.greater.sydney/metropolis-of-three-cities>

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