General Manager
Cumberland City Council
PO Box 42
Merrylands NSW 2160

12th October 2022

Dear Cumberland City Council,

Re: Duck River Parklands Draft Strategic Masterplan

Thank you for the opportunity to comment on Cumberland City Council's draft masterplan for the Duck River Parklands.

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven 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 Duck River Parklands Draft Strategic Masterplan presents an excellent vision for the future development of a critical open space corridor. The proposals will link up existing but fragmented stretches of shared path to create a safe and continuous off-road route through the centre of Cumberland. Future projects at each end will eventually connect the Parramatta River with Bankstown.

Bicycle NSW is delighted that Cumberland is moving forward to develop major Green Grid corridors, building upon existing paths and parks to improve the quality of open space for recreation and increase urban greening. We have recently shown strong support for the Prospect Pipeline plans.

We congratulate Cumberland City Council for working closely with multiple stakeholders and landowners, including Transport for NSW, Sydney Water and neighbouring Councils, to achieve consensus on the best way forward for the Duck River.

Community and stakeholder endorsement at this stage will allow Council to develop critical elements of the corridor in detail, with a focus on key bridges and links to the local path networks. It is essential that Council has 'shovel-ready' projects when active transport funding becomes available. This is an increasingly important pre-requisite for NSW Government support.

The shared vision adopted for the Duck River is 'The Green Heart of Cumberland, and a vital artery of Greater Sydney'. The Masterplan identifies three core themes: *connections*, *community & culture* and *environment*. This submission will focus on active transport connections. It starts by looking briefly at the strategic necessity of completing a continuous active transport route through the Duck River corridor and the highlights of the masterplan, before setting out recommendations for each section and a series of general recommendations for Cumberland City Council to consider when delivering walking and cycling paths.

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We have consulted with local Bicycle User Group CAMWEST to better understand priorities and issues for bicycle riders in the area. CAMWEST has prepared its own submission, drawing on local knowledge and expertise to make detailed comments on elements of the proposals. Bicycle NSW aligns with their advocacy regarding path upgrades, bridges and short connections that would join up existing shared path infrastructure to create a much more useful network for residents of all ages and abilities.

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

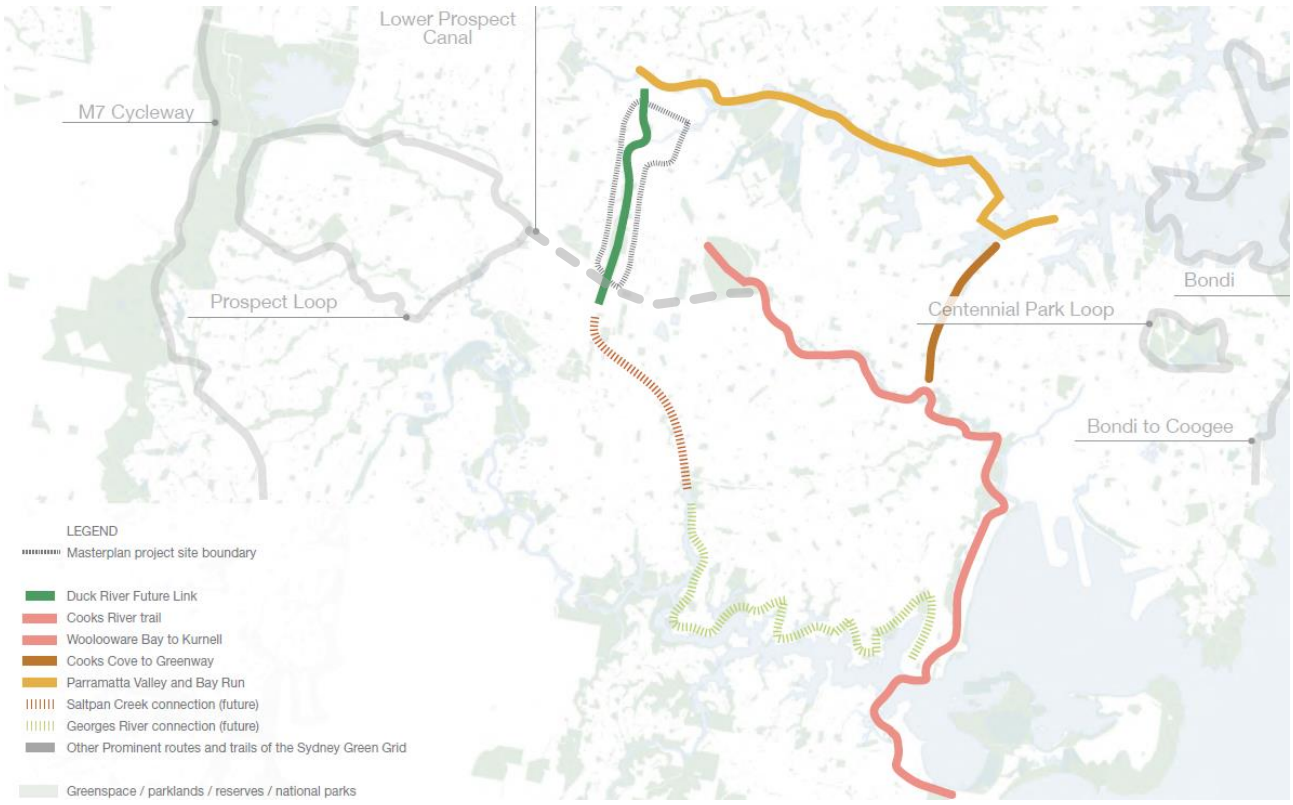


Figure 1: Locating the Duck River in Greater Sydney. The grey dotted line indicates the proposed eastern Prospect Pipeline route with a future extension to the Cooks River. (Source: Cumberland Council / MacGregor Coxall)

The Duck River corridor contributes to the long-planned **Bay to Mountains** concept of a figure-of-eight shared user path (SUP) joining Sydney Olympic Park with Bankstown Velodrome, Cooks River, Prospect Reservoir and Western Sydney Parklands. The Bay to Mountains loop has been at the centre of CAMWEST advocacy efforts for 25 years. A 2019 survey showed that it is 74% built, with 22 km of SUP still required. Bicycle NSW supports the completion of the route to Austroads standard for its entire length, creating a lasting asset for both local residents and cyclists from across the city.

The 100km Greater Sydney River Loop, a catalyst Sydney Green Grid project, also relies on the Duck River to link the Parramatta River with the Georges River.

Iconic bicycle infrastructure that links key destinations will encourage residents to use active transport but also attracts visitors and stimulates the local economy.

Opportunities:

The Duck River previously formed the boundary between Auburn and Parramatta Councils and the corridor was neglected by both local administrations. The amalgamation of councils in May 2016 has finally kick-started effective planning to integrate both sides of the Duck River and maximise the opportunities for transport, recreation and urban greening.

Cumberland is one of the most culturally, socially and economically diverse communities in Sydney. 66% of residents speak a language other than English at home and 60% were born overseas (compared to 29% and 35% for NSW as a whole)[i]. 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 Cumberland, where is average weekly household income of $1678 is well below the Sydney average ($2077)[ii] have particular need for high-quality parks to enable both active and passive recreation.

In 2016, Cumberland recorded a population of 226,000. This figure will likely increase by 35% to 304,800 by 2036. Merrylands and Wentworthville are expected to experience the largest population growth[iii].

Congestion is an escalating problem. 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 a high proportion of trips are made by private car.

Cycling trips have scope for significant growth as two major destinations for work, Bankstown and Parramatta, are within cycling distance for many people. 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. Improving active and public transport infrastructure and increasing the take up of people walking, cycling and catching buses and trains, will ultimately reduce the number of people choosing to drive.

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[iv]. Western Sydney is described as a *diabetogenic* environment where the local economy and built environment make it difficult for the residents to engage in a healthy lifestyle. There is an urgent need to change the environment in which people live, work, travel and play to address the social determinants of poor health. Active transport infrastructure in Cumberland will help reverse inactivity and improve public health.

Another critical benefit of more active travel infrastructure is the mitigation of the **urban heat island** effect. Western Sydney is particularly susceptible to extreme heat events which affect residents' ability to work, study, sleep and exercise[v]. Bicycle NSW supports the efforts of WSROC to increase city resilience to a hotter climate and endorses WSROC's Urban Heat Planning Toolkit.[vi] By focusing development on parks, open spaces and tree-lined shared paths rather than roads and car parks, Cumberland will contribute to creating cooler cities and healthy environment for all citizens.

There has never been a better time to build infrastructure for bike riding and active transport. As the Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speech[vii], active travel projects that stitch the suburbs together and enable people of all ages and abilities to get around without a car are more sustainable than megaprojects. He stressed that the NSW Government will focus on completing active transport networks. Such projects have big benefits, and not only for reducing pollution

and congestion. Active mobility improves public health, activates high streets, helps build social connections and addresses inequality.

Such ambitions are bolstered by the Road User Space Allocation Policy CP21000[viii], published by Transport for NSW in early 2021. This policy establishes a road user hierarchy that considers pedestrians first and private cars last (Figure 2), and provides local and State governments with **a powerful lever** to prioritise road space for active transport.

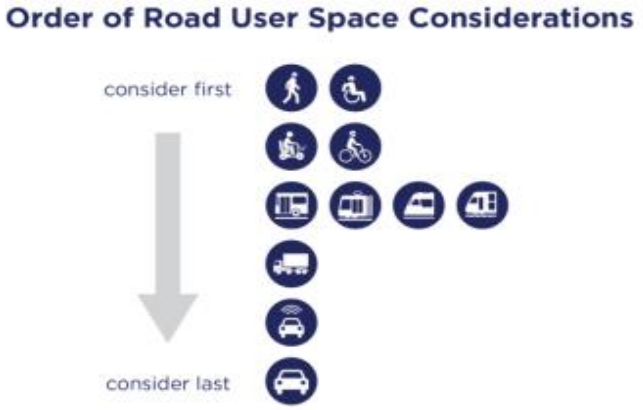


Figure 2:
Diagram expressing Transport for NSW's road user priority.
(Source: Transport for NSW)

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[ix]. 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.

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 Duck River Corridor.

We have reviewed the master plan alongside relevant strategic plans for Cumberland LGA to ensure the Duck River proposals maximise opportunities to improve the active transport network. The master plan aligns with:

Transport for NSW Future Transport Strategy (2022)[x] which is hot off the press and commits to an extensive regional cycle network in Greater Sydney, reduced reliance on cars, development of blue and green infrastructure, and a more equitable use of public space to create better conditions for walking and cycling.

Greater Sydney Region Plan, *A Metropolis of Three Cities* (2018)[xi] 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. Cumberland is located in the Central River City.

Sydney Green Grid, 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 Green Grid for the Cumberland area is shown in Figure 3.

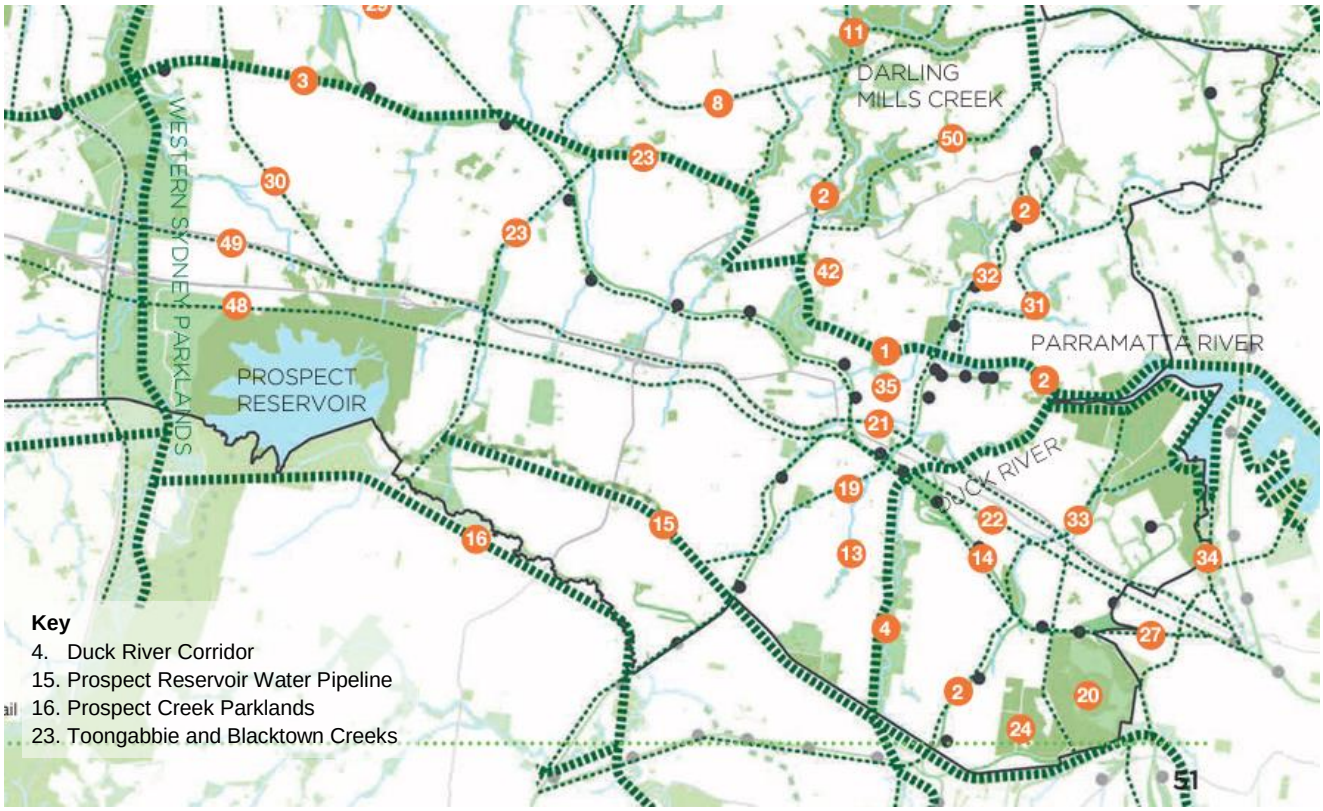


Figure 3: Extract from the Green Grid showing project opportunities in the Cumberland area
(Source: Tyrrell Studio / NSW Government Architect)

The Green Grid sets out an overarching vision for the development of important active transport connections in Greater Sydney, reinforces blue and green biodiversity corridors, offers multiple recreational opportunities and acts as a focal point for community and culture. The Duck River Corridor is a key project opportunity.

Central District Plan (2018) which aims to improve the 30-minute access to jobs within the area. There is a commitment to increase tree canopy and develop Green Grid Connections (Planning Priority C16) with two Cumberland routes highlighted as priorities – the Duck River Corridor and the Prospect Reservoir Pipeline Corridor.

Cumberland 2030 Local Strategic Planning Statement which expresses an aim to encourage walking, cycling and public transport use as Planning Priority 2 and reinforces the Central District Plan's key actions of developing the Duck River and the Prospect Reservoir Pipeline corridors and implementing urban cooling through increased canopy cover in Planning Priorities 11-16.

Highlights for active transport

The Duck River Parklands Draft Strategic Masterplan is a comprehensive and well-conceived document that sets out high-level ambitions for a great number of exciting projects to benefit the local community.

Bicycle NSW is impressed by many elements of the proposals including:

- **Green Links**

The establishment of the Duck River Parklands Green Links (Figure 4) is a key strategic move to create:

- A safe and continuous off-road route from north, the central section of a future regional cycleway corridor between the strategic centres of Bankstown and Parramatta. A new bridge across Wellington Road and an underpass at Mona Road will deliver safe and convenient road crossings.
- Several new east-west walking and cycling bridges that allow access to and across the Parklands at a multitude of points
- Local loops, circuits and trails within the Parklands to support informal daily use of the corridor by the area's diverse community.

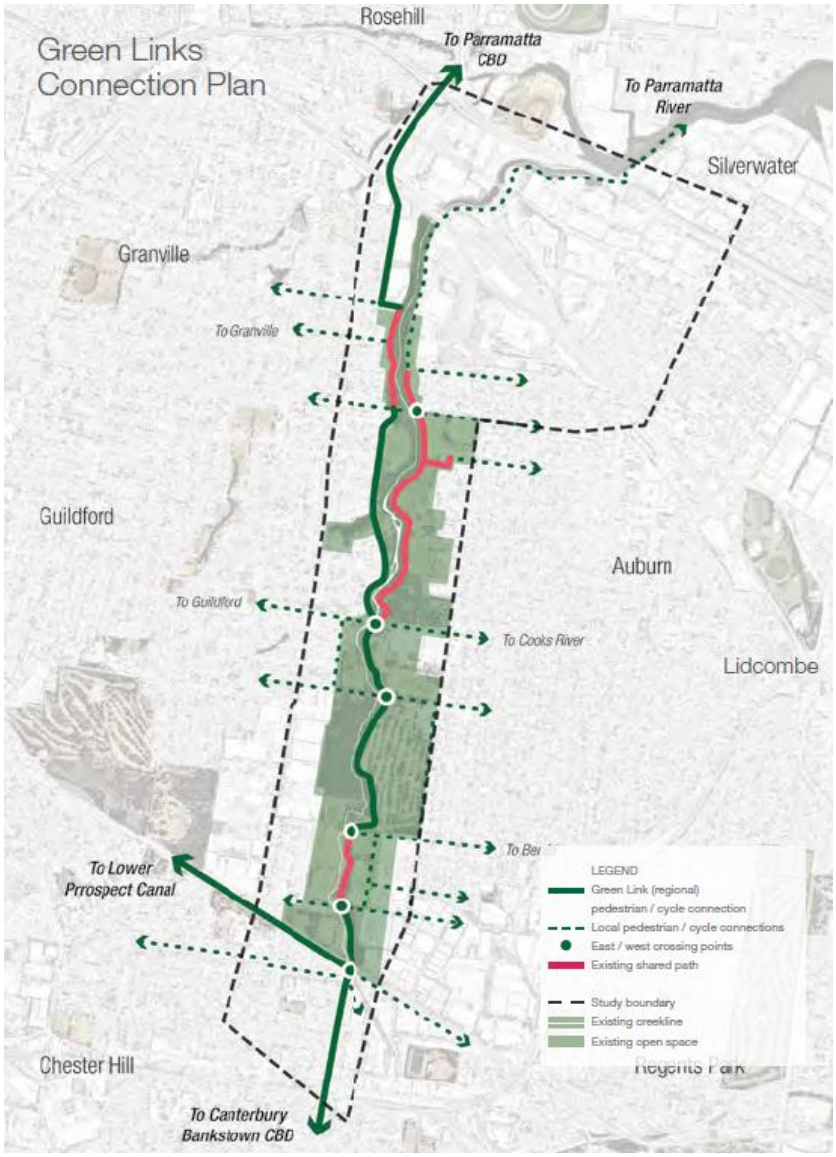


Figure 4:
A map showing the future regional active transport route, the river crossing points and the east-west local connections.
(Source: Cumberland City Council / MacGregor Coxall)

- **Gateway transformations**

Many of the existing access points to the Duck River corridor are unattractive dead-end cul-de-sacs, currently used for informal parking and fly tipping. These will be transformed into green and inviting spaces that welcome visitors to enter and explore the Parklands (Figure 5). The Seventh Street gateway will provide an excellent priority project.

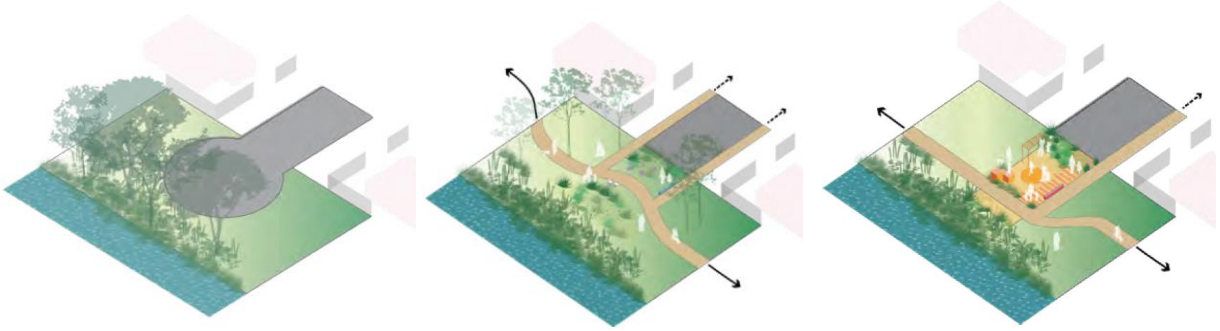


Figure 5: Diagram showing how existing cul-de-sacs (left) will be transformed to create a new public spaces at the entrances to the Parklands and allow an unbroken shared path (Source: MacGregor Coxall)

- **Interface transformations**

Buildings adjacent to the Duck River have historically turned their backs on the neglected corridor, and unattractive solid fences line the edges of the public space. New planning guidelines will ensure that when industrial and residential sites are redeveloped, building will be designed to face the Parklands, providing 'eyes' on the open space and a sense of safety (Figure 6). Single houses will be renewed as medium density townhouses and apartments with front doors, balconies and living spaces facing the corridor. Industrial sites should become more mixed and may include shared office space, cafes and retail to draw the public in.

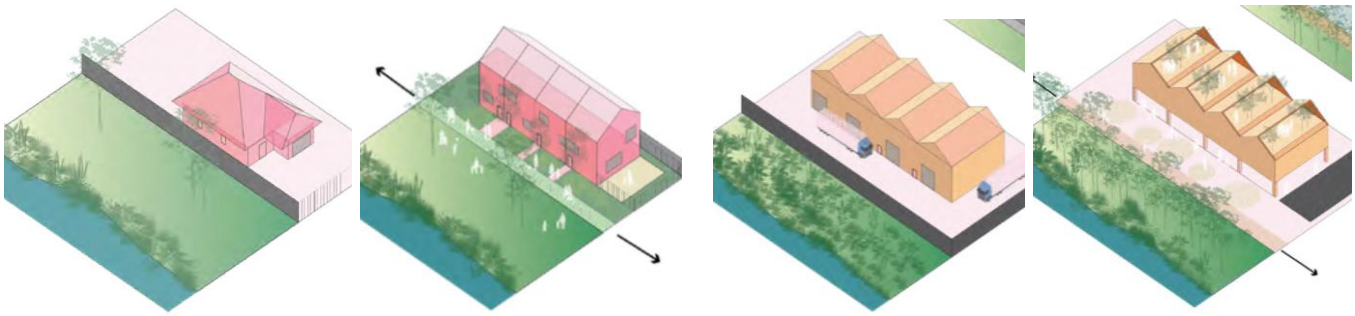


Figure 6: Residential and industrial buildings take advantage of a redevlopment opportunity to re-orientate their active frontages to the Duck River Parklands (Source: MacGregor Coxall)

- **Extensive new landscaping and tree planting** to help achieve the NSW Government's target of 40% tree canopy cover in suburban areas to combat urban heat. Well-shaded active transport infrastructure will be much more appealing to use through the day and maximise health and well-being benefits.

- **A clear implementation plan** which sets out the order for delivering key projects, with a stated intention to achieve the Parklands vision by 2040.

However, we note that the masterplan omits several important features which are a highlight of the Prospect Pipeline masterplan[xii]. For example, there is no mention of wide future-proof dual paths that separate pedestrians and cyclists, or a clear intent to celebrate history and heritage, or details about proposed lighting, end-of-trip facilities and park amenities. The bridge over the Prospect Pipeline is a vague line on the map while the Pipeline masterplan contains a detailed proposal for bridging the Pipeline at this

point (Figure 7). It is a **concern** that two documents from the same Council do not align, particularly where the corridors intersect.

Figure 7: Extracts from the Prospect Pipeline masterplan report showing a concept proposal for the bridge over the pipeline (Source: Cumberland Council / SJB Architects)

Recommendations

Bicycle NSW would like to make a series of recommendations to inform the future planning and detailed design of the 4.5km central section of the Duck River corridor that sits within Cumberland LGA. We include some suggestions that sit slightly beyond the project footprint but these need to be considered to deliver future connections to the north and south.

The Wilds Precinct

We strongly support the upgrade of the walking track through Bangor Park to provide a shared path to Manchester Road. This will unlock the Manchester Road bicycle boulevard to create a continuous route on the east side of the river.

The industrial history of the precinct should be celebrated. The Clyde Engineering site is where the first 3801 steam locomotive was built in 1943 to haul express trains.

A bridge across the river is indicated at Sixth Street in the map in Section 5: Masterplan Implementation. However, this crossing is omitted from the Green Links plan in Figure 4. Without a bridge at this point, there is a 1.3km stretch of the Duck River between Clyde Station and Mona Street that cannot be crossed. We would like to see a Sixth Street bridge included in the implementation plan to create a more permeable corridor and useful recreational loops for local residents.

We support the creation of an underpass on the western side of the river at Mona Street – this should be easy to construct to match the existing eastern underpass. However, it must be noted that the paths will flood in major rain events and a safe crossing at road level, with refuges that slow the traffic and provide space for at least two bike to wait, is essential.

The current footpath alongside Mona Street where the road crosses the river is narrow and doesn't meet shared path standards (Figure 8). A better solution for crossing the river at this point is needed. The road bridge could be widened to create a safe shared path, or a new active transport bridge could be constructed nearby.

Figure 8: The Mona Street bridge has a narrow footpath that is not suitable for use as a shared path. A widened footpath or an alternative walking and cycling bridge is needed to deliver a viable and useful corridor crossing point at Mona Street. (Source: Bicycle NSW)

Botanic Gardens Precinct

The 'Garden Bridge' crossing of the Duck River at Chiswick Rd would be welcomed. Chiswick Rd is aligned recognised east-west cycle route, and the new bridge would remove the current requirement to detour via Wellington Rd.

Another walking and cycling bridge is indicated just north of Wellington Road. This will deliver much improved east-west access and is an excellent proposal. If this is not a short-term plan (and it is not mentioned in the implementation plan or Green links diagram in Figure 4), then the current footpath along Wellington Road where it bridges the Duck River needs to be widened to shared path standards to ensure an adequate connection.

Wategora Precinct

For some reason the existing shared path around the golf course on the west side of Chisholm Road has been omitted from the masterplan. It is important to improve this existing route in the short-term by widening the shared path to meet current best practice.

To access Chisholm Road from the Duck River, we suggest creating a new shared path on the northern side of Wellington Road (where there are no driveways) and providing a new signalised pedestrian/cycle crossing of Wellington Road on the west side of Chisholm Road. At the moment there is no pedestrian phase on this leg, necessitating a 3-stage crossing.

We recognise that there are exciting plans to convert the golf course into public open space and open up opportunities for a shared path along the river, a celebratory active transport bridge over Wellington Road, additional sports fields and amenities, and new housing along Chisholm Road. However, this is likely to be a very long process.

A new crossing of Wellington Road west of the Duck River is needed to serve pedestrians using the path network on this side of the river. We note that the Wategora Reserve is not considered suitable for bicycle access as the existing footpaths have a cherished natural character.

In addition, the existing refuge crossing near Erie St which provides useful access to the business centre and the café should be made safer.

Makers and Innovators Precinct

A new walking and cycling bridge at Everley Road is strongly supported. Bicycle NSW would also like to emphasise the importance of a bridge at Boundary Road/Princes Road West. This is the location of the existing causeway and would allow a direct route through Norford Park to Hector Street and the Prospect Pipeline, facilitating movement towards Guildford.

Heading South towards Bankstown

As discussed above, the masterplan has very little information about how the shared path will cross the regionally-significant pipeline corridor (Figure 9), whereas the Prospect Pipeline masterplan has a detailed proposal for a bridge. It is important to align the two plans to ensure a consistent approach to future development.

Figure 9:
The unresolved proposal for the intersection of the Duck River and the Prospect Pipeline (Source: Cumberland City Council/ MacGregor Coxall)

Having inspected different options during a site visit, we suggest investigating a bridge over the pipeline on the west side of the Duck River in line with Helen Street. Once on the south side of the pipeline, there appears to be a clear open space corridor adjacent to the river that would accommodate a shared path. The path could pop out at Marjorie Street, follow Clapham Road to make the connection to Woods Road, and then head under the rail line to Jim Ring Reserve and the southern part of the Duck River that sits in Canterbury Bankstown.

Helen Street should still be treated as a low-speed bicycle boulevard to provide access to Sefton Station and shops.

Heading north towards Parramatta

The footbridge over the rail tracks at Clyde Station is very rideable and we ask that Transport for NSW officially allows shared use of the bridge, as requested by Cumberland and Parramatta Councils.

It would be fantastic if Cumberland City Council could support the use of the curved section of abandoned train tracks on the Old Carlingford Rail Line between Clyde Station and Great Western Highway for an active transport link. This would create a safe and convenient shared path to Alfred Street and the excellent new bicycle paths that will soon connect to the new Alfred Street bridge over the Parramatta River. The path could be reached directly from the Clyde Station overbridge by constructing a new ramp from the existing landing where the north ramp switches direction.

More general recommendations:

- **Future proof the regional active transport network**

It is important to future proof the shared paths by allowing for increased demand at the outset. It is important that faster cyclists can overtake and that pedestrian comfort is never compromised. **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[xiii]. In busy areas, or on steeper sections, paths should be wide enough to provide separate space for pedestrians. Even better, align the Duck River masterplan with Prospect Pipeline plans and its ambition to provide a wonderfully wide 5.25m path that separates people walking and cycling.

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

- **Inclusive design**

The Bicycle NSW *Build it for Everyone* policy pillar[xv] sets a standard that bicycle infrastructure should be fit for eight-year-old children or elders to ride on. We are delighted that the Duck River Parklands will provide safe cycling infrastructure that is completely separated from vehicles and caters for riders of all ages and abilities. 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[xvi], such cycle paths will allow 70% of local residents to consider journeys by bike (Figure 10).

Figure 10:
Four general categories of comfort levels for cycling as transportation.
Source: North Sydney Council

The shared paths must accommodate a range of mobility options such as cargo bikes and disability scooters. Cargo bikes will increasingly be used for deliveries and have potential to play a huge 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 to enable 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[xvii]. Adequate path width is key, and it is important to consider turning radius, dropped kerbs and ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network. Chicanes and bollards must be avoided. Austroads Guide to Traffic Design, Walking and Cycling: 6A, Section 7.5[xviii] suggests numerous alternative interventions to prevent vehicles entering the cycleway.

- **Plan beyond the Duck River corridor**

It is essential that the masterplan includes proposals for a fine network of connections from the Duck River to town centres, local destinations, schools and work places. The Green Links (Figure 4) are still very indicative. It will be difficult to plan streetscape upgrades to create safer, shadier streets for walking and cycling in the vicinity of the corridor without a clearly mapped strategy.

It is particularly important to develop plans for linking nearby schools to the Duck River Parklands to provide children with easy access to the regional and local cycleways, supporting their health and independence.

Again, the Prospect Pipeline masterplans contains excellent detail about potential links to schools, shops and sports facilities and we recommend that Council develops similar plans for Duck River corridor.

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

Residential streets form a critical part of any active travel network, connecting homes to regional routes in open space corridors. 30 km/h speed limit 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[xix] 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[xx].

The Western Australian Department of Transport has rolled out several 'bicycle boulevards' using residential streets as part of its Safe Active Streets programme[xxi]. 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[xxii].

- **At-grade road crossings**

We support the construction of elegant new bridges that separate cyclists and pedestrians from vehicles and celebrate active travel. However, new bridges are very expensive and the wait for funding should not hold up the delivery of the active transport link. At-grade road crossings should be considered to expedite the development of the corridor in the short term. There may be minor impacts on traffic flow but, in line with the Road User Space Allocation Policy[xxiii], the safe movement of pedestrians and cyclists must be prioritised over vehicle speed and convenience.

- **Pedestrian- and cyclist-priority at 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'
- Raised crossings at unsignalised intersections will slow cars and improve safety.
- Bicycle paths must continue across the raised and signalised crossings so people riding bikes are not required to dismount.

- **Lighting**

Careful lighting of the shared paths and open spaces will allow residents to use the corridor for exercise and transport in the evenings and early mornings. However, we appreciate that there are heritage and environmental concerns. Explore ways to keep light levels low and consider a sensor-controlled system to ensure that lighting is only on when needed.

- **Maintain a focus on the important details**

High-quality amenities, end-of-trip facilities, wayfinding and education are essential to encourage the uptake of cycling and reduce dependence on private vehicles.

New public facilities such as rest stops, toilets, water bubblers, barbecues and exercise stations will improve amenity and attract visitors of all ages and abilities. There is little information about amenities in the masterplan and we suggest that Council includes more detail at this stage so all stakeholders understand what must be provided and where.

Bike parking and other end-of-trip facilities should be provided at journey end locations to further support riders and encourage participation. Future iterations of the Cumberland City Council DCP must ensure that sufficient cycling parking is provided in future developments, including facilities for charging e-bikes.

New wayfinding and signage must be carefully designed to support visitors by clearly articulating and communicating the most efficient and safe route, improve accessibility, celebrate indigenous and industrial heritage, and create a 'branded' identity for the corridor that engages new and existing visitors. Signage style for wayfinding should be consistent throughout the corridor and reflect the diversity of the community. Figure 7 shows a great example from the UK!

Figure 7: Fabulous graphics by advocacy group Walk Ride Bath that celebrate the diversity of people cycling (Source: Wheel for Wellbeing)

Finally, education, information and events to promote walking and bike riding as a form of transport are an important part of any plan to increase participation in active travel.

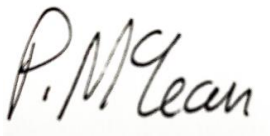
Conclusion:

The Duck River represents a vital element of the emerging regional network of active transport corridors across Greater Sydney. Safe infrastructure to support walking and cycling will benefit everyone in the community, reducing congestion, noise and pollution while improving public health and providing more equitable access to employment, businesses, services and public transport. Cycle paths offer the greatest mode-shift potential when riders are able to connect their whole journey safely. The City of Parramatta and City of Sydney have demonstrated that safe, well-connected cycleways induce more people to travel actively[xxiv].

The concept masterplan for the Duck River Parklands sets a good vision for a key section of the corridor. In addition to fleshing out the detail as recommended, we ask that Cumberland City Council continues to have open and progressive conversations with Canterbury-Bankstown and Parramatta Councils and other stakeholders about creating direct active transport connections north and south of the Parklands. A continuous, off-road cycleway between Parramatta and Bankstown will unlock transformative sustainable mobility options for the next generation of Sydney-siders.

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

Yours faithfully,



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[i] ABS. 2021. Quickstats for Cumberland LGA. https://abs.gov.au/census/find-census-data/quickstats/2021/LGA12380
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[iii] Cumberland 2030 – Local Strategic Planning Statement. https://www.cumberland.nsw.gov.au/sites/default/files/inline-files/cumberland-2030-our-local-strategic-planning-statement.pdf
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