CANTERBURY BANKSTOWN

DETAILED ACTION PLAN

Active Transport Action Plan 2020–2030

Draft December 2020

7 destinations

Safe & Strong

A proud inclusive community that unites, celebrates and cares

Safe & Strong documents are guided by the Social Inclusion Lead Strategy. Supporting Plans, Action Plans and Policies cover such themes as being a child friendly City, children's services, community safety and crime prevention, inclusiveness, community services, universal access, reconciliation,ageing, community harmony and youth.

Clean & Green

A clean and sustainable city with healthy waterways and natural areas

Clean & Green documents are guided by the Environmental Sustainability Lead Strategy. Supporting Plans, Action Plans and Policies cover such themes as managing our catchments and waterways, natural resources, hazards and risks, emergency management, biodiversity and corporate sustainability.

Prosperous & Innovative

A smart and evolving city with exciting opportunities for investment and creativity

Prosperous & Innovative documents are guided by the Prosperity and Innovation Lead Strategy. Supporting Plans, Action Plans and Policies cover such themes as revitalising our centres, employment, investment, being SMART and creative, and providing opportunities for cultural and economic growth.

Moving & Integrated

An accessible city with great local destinations and many options to get there

Moving & Integrated documents are guided by the Transport Lead Strategy. Supporting Plans, Action Plans and Policies cover such themes as accessibility, pedestrian and cycling networks, pedestrian and road safety, transport hubs, and asset management.

Healthy & Active

A motivated city that nurtures healthy minds and bodies

Healthy & Active documents are guided by the Health and Recreation Lead Strategy. Supporting Plans, Action Plans and Policies cover such themes lifelong learning, active and healthy lifestyles, and providing quality sport and recreation infrastructure.

Liveable & Distinctive

A well designed, attractive city which preserves the identity and character of local villages

Liveable & Distinctive documents are guided by the Liveable City Lead Strategy. Supporting Plans, Action Plans and Policies cover such themes as preserving the character and personality of centres, heritage, affordable housing, and well managed development.

Leading & Engaged

A well- governed city with brave and future focused leaders who listen

Leading & Engaged documents are guided by Council's Lead Resourcing Strategies. Supporting Plans, Action Plans and Policies cover such themes as open government, managing assets, improving services, long term funding, operational excellence, monitoring performance, being a good employer, civic leadership, and engaging, educating and communicating with our community.

Strategic Planning Framework Summary

The Strategic Planning Framework (SPF) maps out the role of all current and future Council strategies and plans that work to deliver the vision for the City. The framework works from the highest level of strategic direction in the Community Strategic Plan through to more detailed plans that will eventually drive works projects and programs on the ground. The framework is comprised of the following levels:

The **COMMUNITY STRATEGIC PLAN (CSP)** is our highest level plan and translates the community's desired outcomes for the city into key destinations. The CSP includes community suggested actions which can be tested in the development of all other plans.

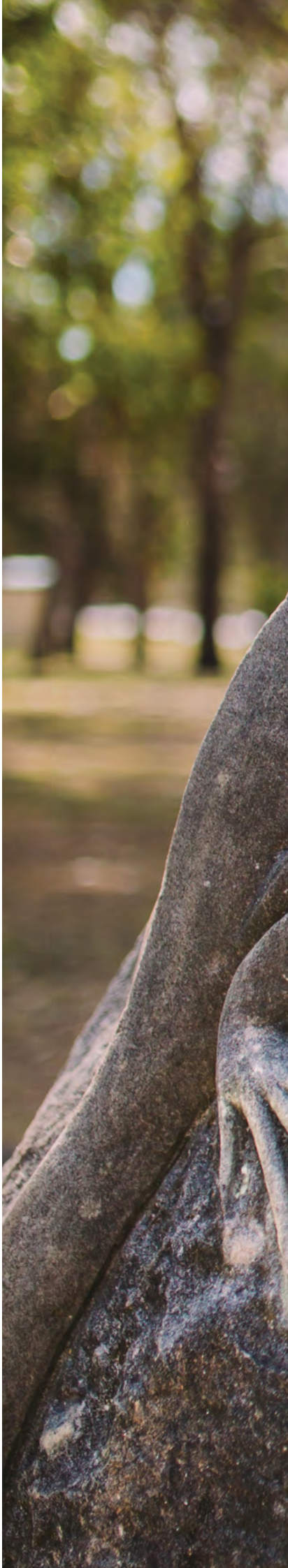
1 **LEAD STRATEGIES** are Council's response to the CSP and provide high level strategic direction on key challenges facing the City. They are informed by a sound evidence base that considers key trends and an understanding of the implications of key issues and opportunities on the City.

2 **SUPPORTING PLANS** break down broad theme areas discussed in LEAD STRATEGIES into smaller themes providing high level actions. SUPPORTING PLANS identify broad works projects and programs required to deliver on these actions. Supporting plans include indicative costing and resourcing requirements and delivery timeframes.

3 **DETAILED ACTION PLANS** take actions from SUPPORTING PLANS and identify specific works projects and programs required to deliver on these actions. Supporting plans include detailed costing and resourcing requirements and delivery timeframes.

4 **GUIDELINES, POLICIES AND CODES** provide detailed information, rules for activities or guidance for specific works on Council or other lands.

Contents



Acknowledgement

The City of Canterbury Bankstown acknowledges the traditional country of the Daruk (Darag, Dharug, Daruk, Dharuk) and the Eora People.

We recognise and respect their cultural heritage, beliefs and relationship with the land.

We acknowledge they are of continuing importance to Aboriginal and Torres Strait Islander people living today.

Message from the Mayor

If you could transport yourself to a City of the Future one of the things you would find are more and more people reliant on walking and riding bikes.

But the City of the Future could be today!

Walking or cycling, otherwise referred to as Active Transport, have been proven to be both environmentally friendly and good for your health, not to mention the social and economic benefits.

Every day, Active Transport, plays a role in our lives whether it's commuting the whole journey, or simply part of a journey. Not only does it enhance your travel experience it allows and provides opportunities for people to socially connect with one another, particularly around town and village centres. Imagine a bustling town centre, people chatting and socialising and how good it would be for local businesses and the local economy.

An increase in people walking and cycling will help reduce traffic congestion, enabling efficiencies in the movement of goods, people

and services. The benefits of shifting from the use of private vehicles to Active Transport, have significant environmental advantages like improvements in local air quality, reductions in greenhouse gas emissions and noise pollution.

If there was a positive to come out of the COVID-19 pandemic, it was a resurgence in walking and cycling, as people adapted to new ways of living, working, and moving about.

With the closure of many sporting facilities and the difficulty of social distancing on public transport, we have seen an increase in the number of people walking and cycling, not only for recreation and exercise but also as a preferred method of commuting

Like many areas across Sydney, Canterbury-Bankstown Council has received an increasing number of requests to provide more walkways and cycleways.

Now is the time to act and capitalise on these new habits and the communities strong desire for more infrastructure.

The City of Canterbury Bankstown is covered by a network of over 908 kilometres of roads, but car-centric planning and a lack of safe walking and cycling infrastructure has led to a reliance on private vehicles and an increasing amount of traffic congestion across the City.

As the City continues to grow, this is not sustainable. Council has an ambitious vision to see more people using not only public transport, but also Active Transport as their preferred mode of travel.

Canterbury-Bankstown is at the heart of Greater Sydney's transport network. We need to provide better connectivity not only across our City, but also across the broader transport networks in Sydney.

The Active Transport Action Plan identifies the priority infrastructure projects that will have the greatest impact on improving the walkability and cyclability of our City.

Khal Asfour

Clr Khal Asfour, MAYOR

01

Introduction

Our Community Strategic Plan, CBCity 2028, highlights the community's aspiration to be a city that is Moving and integrated, an accessible city with great local destinations and many options to get there.

The Canterbury-Bankstown Active Transport Action Plan is the first strategic plan focused on walking and cycling for the City that aligns the former Council's positions on walking and cycling infrastructure. The Active Transport Action Plan supports the aspirations of the Community Strategic Plan by seeking to provide an interconnected walking and cycling network for the people that live in, undertake activities within and pass through the entire Canterbury-Bankstown LGA, while integrating with the broader metropolitan strategies and bicycle network of neighbouring LGAs.

Vision

To provide a high quality, connected walking and cycling network that enables our residents to choose active transport to move about the City and beyond.

Principles

To guide our work, Council will prioritise work that;

- Connects people;
- Connects transport; and
- Connects places.

The former Bankstown and Canterbury Councils utilised Bike Plans and Pedestrian Access and Mobility Plans (PAMPs) to identify priority work for walking and cycling infrastructure.

The 2016 Canterbury Bike Plan and a 2011 Bankstown City audit of Pedestrian and Cycle Facilities identified work that would deliver on the visions of the former Canterbury and Bankstown City Councils. However, the routes and priorities outlined in the previous work do not consider recent changes in strategic planning for the region, or reflect the vision of the amalgamated Council.

This Active Transport Action Plan will supersede the planning documents of the previous Council's and represent our new vision for walking and cycling across the City.

1.1 Our City

The City of Canterbury-Bankstown is located in the geographical centre of Sydney. Our central location means our infrastructure serves not only local residents, but supports the Greater Sydney movement network, providing crucial east-west and north-south connections to key destinations such as Parramatta, Port Botany, Sydney Airport, Liverpool and the Sydney CBD.

Currently the City provides a number of cycling routes along waterways, greenspaces and local streets, however missing links mean the network fails to connect not only within the LGA, but also to the wider Sydney cycling network. The City's pedestrian network can also be unwelcoming in many centres with car dominated streets and poor amenity. Across the City, the provision of footpaths is unevenly distributed, with the western side of the City lacking in appropriate infrastructure.

We are a destination City.

588 Parks

113 Schools

75 Sporting Complexes

34 Town Centres

18 Industrial/ Employment Precincts

17 Train Stations

9 Libraries

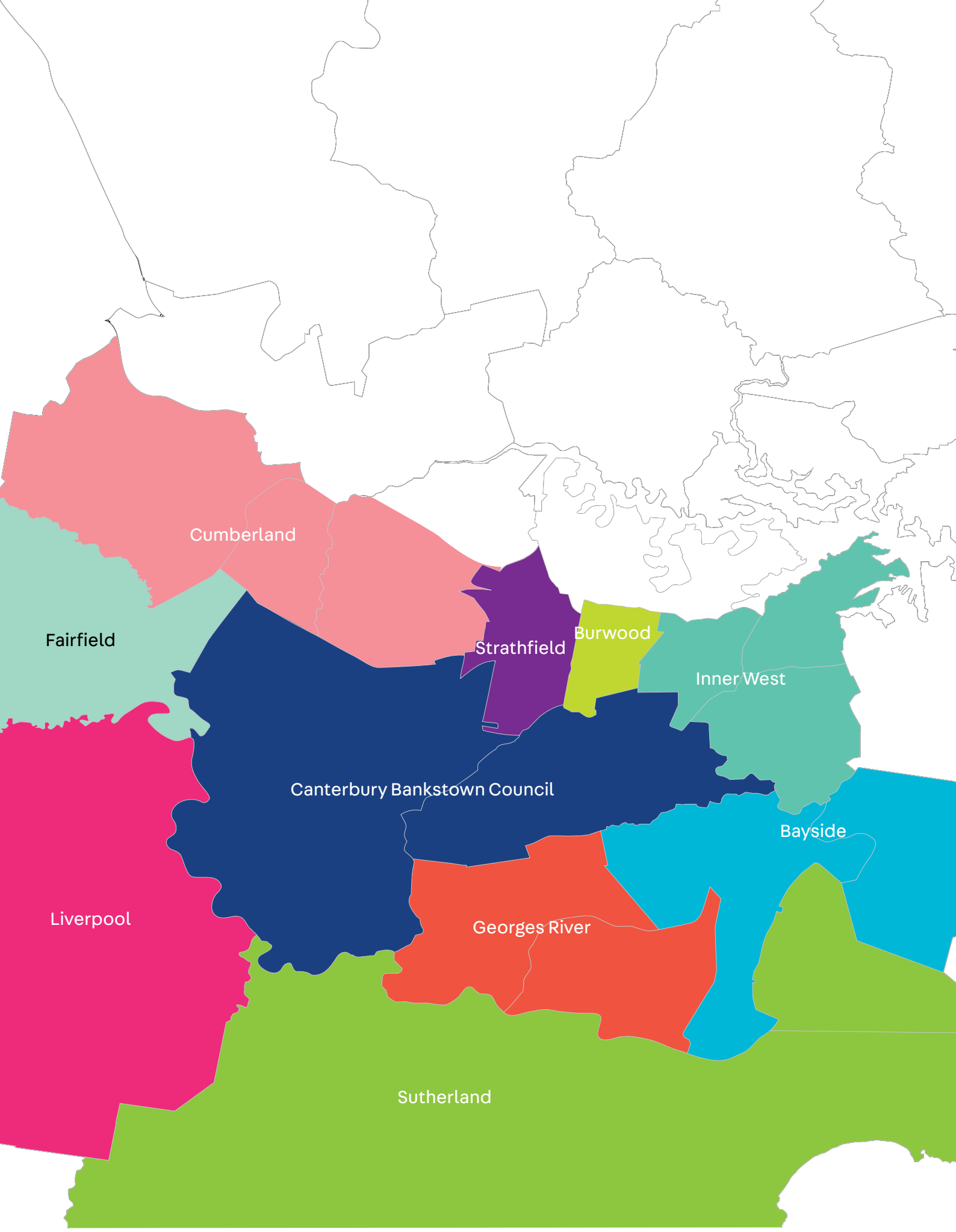
2 TAFE Campuses

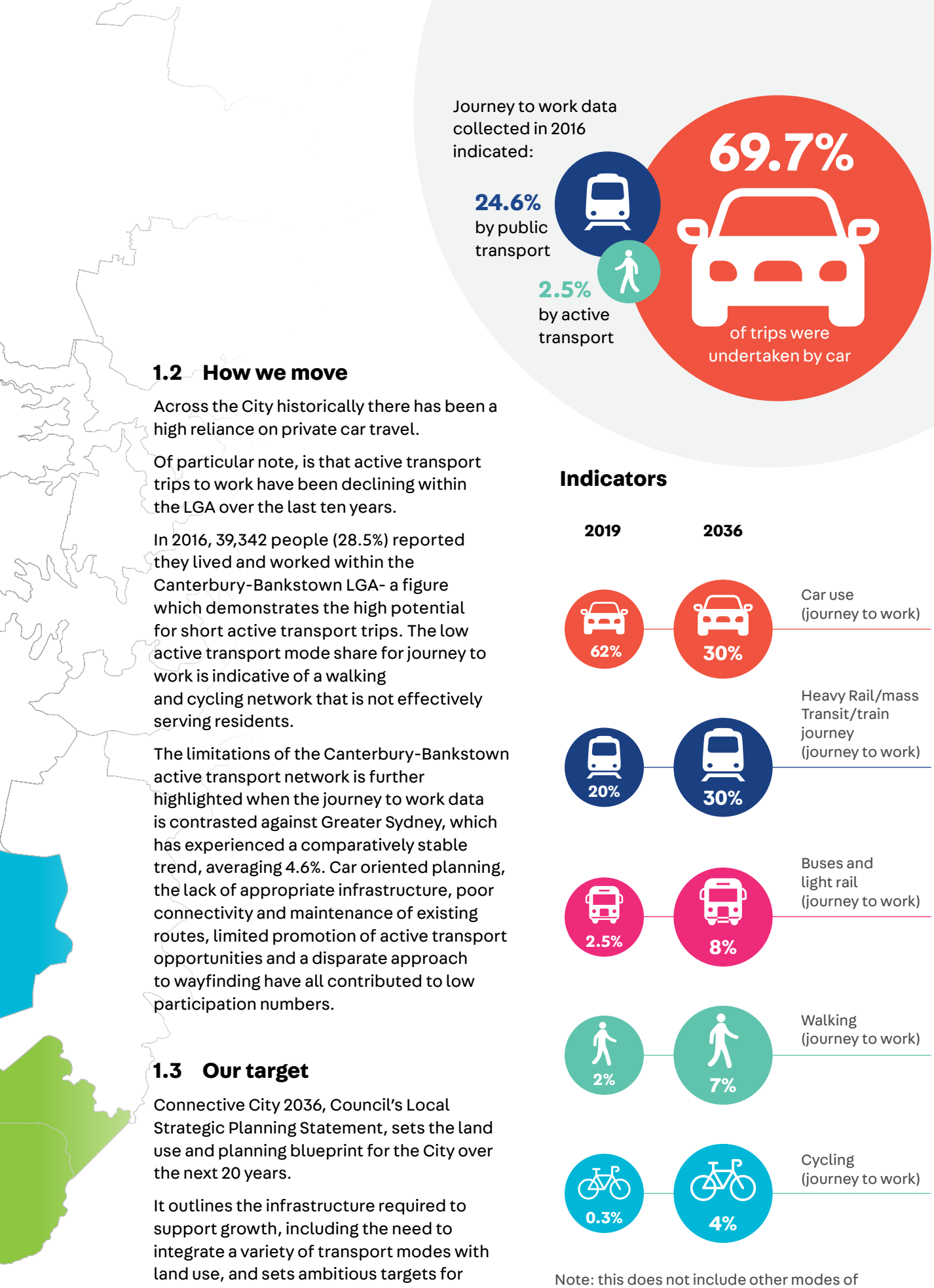
2 Hospitals

1 University

1 Airport

908 km Local Roads


Cumberland
Fairfield
Strathfield
Burwood
Inner West
Canterbury Bankstown Council
Bayside
Liverpool
Georges River
Sutherland



Journey to work data collected in 2016 indicated:

24.6% by public transport

2.5% by active transport

69.7% of trips were undertaken by car

1.2 How we move

Across the City historically there has been a high reliance on private car travel.

Of particular note, is that active transport trips to work have been declining within the LGA over the last ten years.

In 2016, 39,342 people (28.5%) reported they lived and worked within the Canterbury-Bankstown LGA- a figure which demonstrates the high potential for short active transport trips. The low active transport mode share for journey to work is indicative of a walking and cycling network that is not effectively serving residents.

The limitations of the Canterbury-Bankstown active transport network is further highlighted when the journey to work data is contrasted against Greater Sydney, which has experienced a comparatively stable trend, averaging 4.6%. Car oriented planning, the lack of appropriate infrastructure, poor connectivity and maintenance of existing routes, limited promotion of active transport opportunities and a disparate approach to wayfinding have all contributed to low participation numbers.

1.3 Our target

Connective City 2036, Council's Local Strategic Planning Statement, sets the land use and planning blueprint for the City over the next 20 years.

It outlines the infrastructure required to support growth, including the need to integrate a variety of transport modes with land use, and sets ambitious targets for changing how we move across the City.

Indicators

Note: this does not include other modes of transport including trucks, motorbikes, taxi, car share etc, so figures will not add up to 100%.

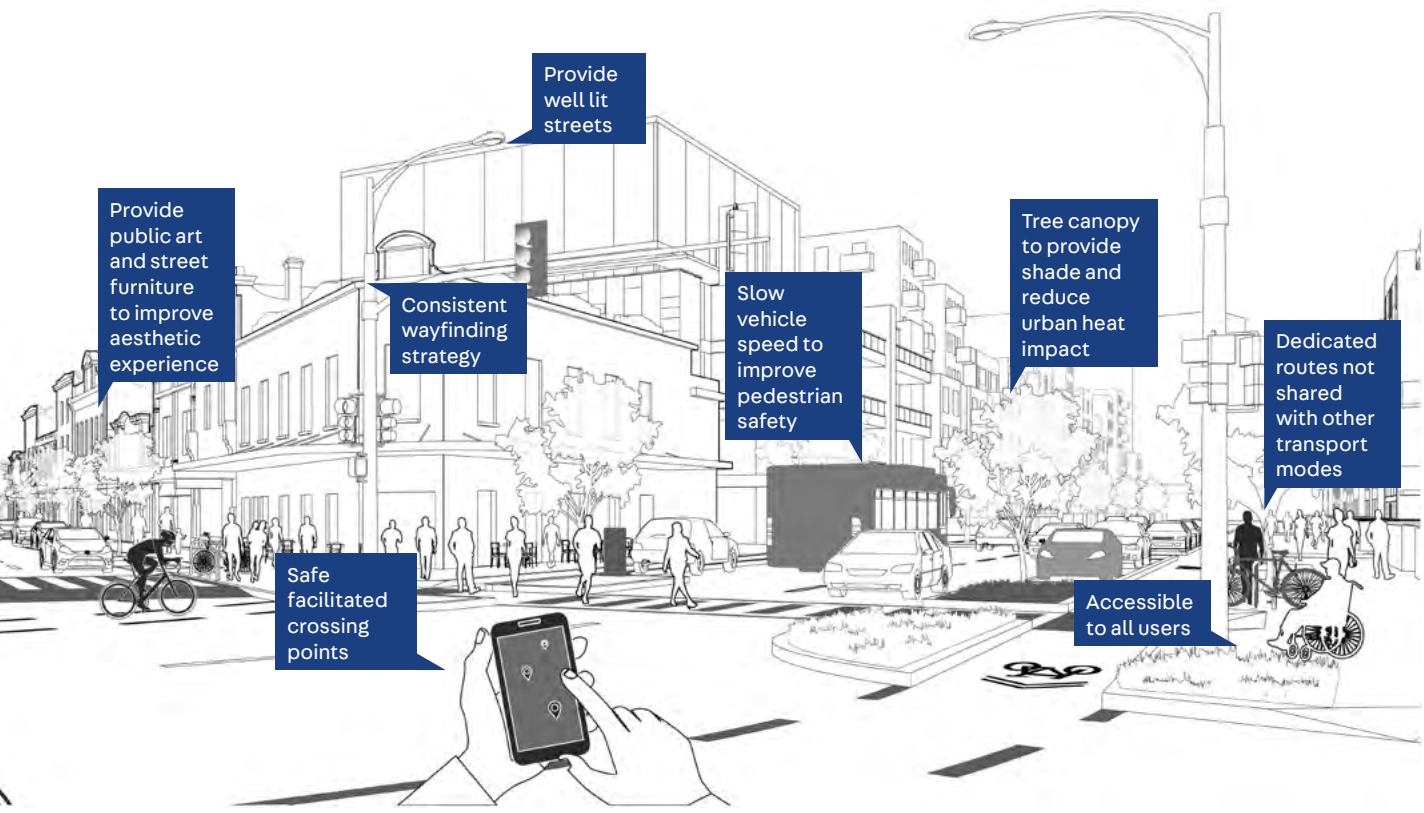
1.4 Emerging trends

In recent years, innovation in the form of shared e-bikes and e-scooters has made active transport more accessible for many people, particularly in Europe, the US and Asia where private companies have driven the provision of vehicles. Micromobility services (small, lightweight vehicles operating at speeds typically below 25 km per hour) have grown at a faster pace than cities have been able to maintain or legislate for. Deficiencies in the regulation process, supporting infrastructure, careless parking, and the risk to pedestrians from inexperienced or thoughtless riders has led to the limited success in providing electric micromobility services in Sydney. As the market continues to evolve and these problems are addressed, micromobility is likely to be embraced as a sustainable and efficient transport solution.

At the time of writing (2020), the COVID-19 pandemic has brought walking and cycling to the forefront of public consciousness. As the NSW lockdown restricted the public's available recreational and exercise activities, many turned towards both walking and cycling, placing a higher demand for access to public spaces than their capacity could cater for. The almost immediate move to remote work arrangements in the pandemic also changed our broader travel patterns. Many people found themselves telecommuting and restricting their movements to local facilities and shopping precincts. COVID-19 has also highlighted the growing trend of individuals cycling – not only to commute – but as part of their paid work itself with online food delivery and courier services. Ultimately, COVID-19 has demonstrated an increased demand for accessible and safe cycling facilities. Going forward, this Active Transport Action Plan provides Council with the framework to effectively respond to the increased demand.

1.5 Streets are for people

The streets of Canterbury-Bankstown are currently congested and car dominated. However streets are multifunctional public spaces, that are not only places for the movement of vehicles but also places for people. Well-designed streets can strengthen place character, provide opportunities for social interaction, be a place of business or recreation, be a venue for community events, a community greenspace, and create healthier, more sustainable communities. Providing the right mix of infrastructure- footpaths, lighting, wayfinding, kerb ramps, crossings, tree canopy- can all impact the walkability of a street. Likewise, cycling environments can be designed to engage people who otherwise would not regularly ride.

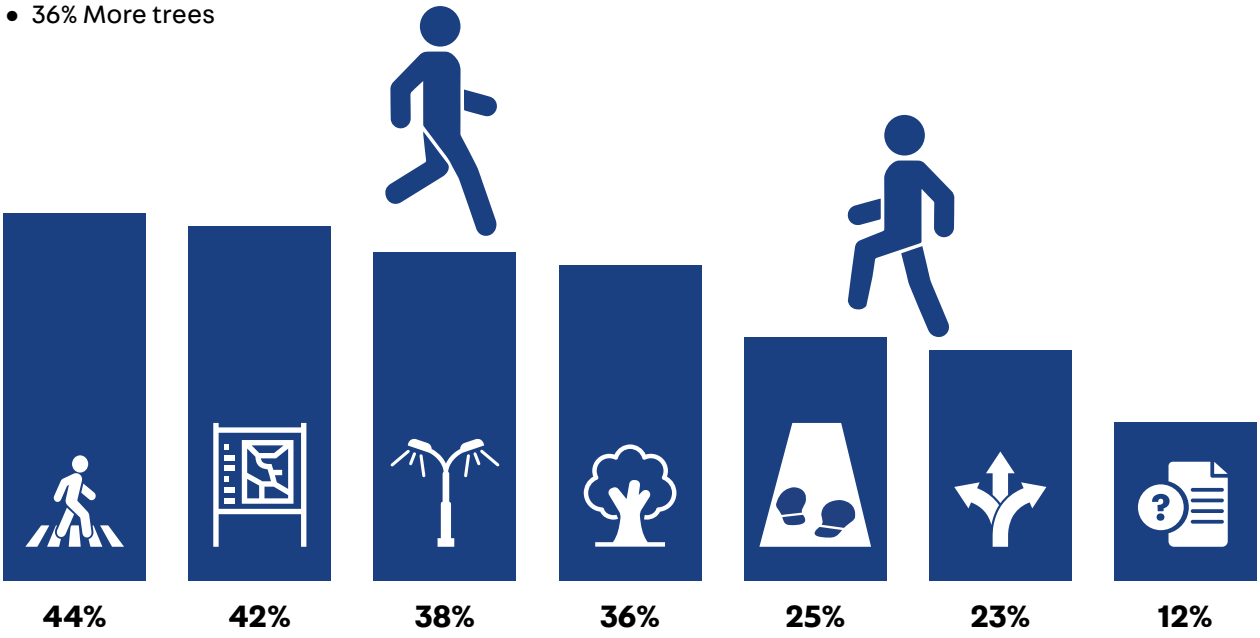


1.6 Community survey

In 2019, Council conducted a number of surveys and focus groups with residents and this is what they told us:

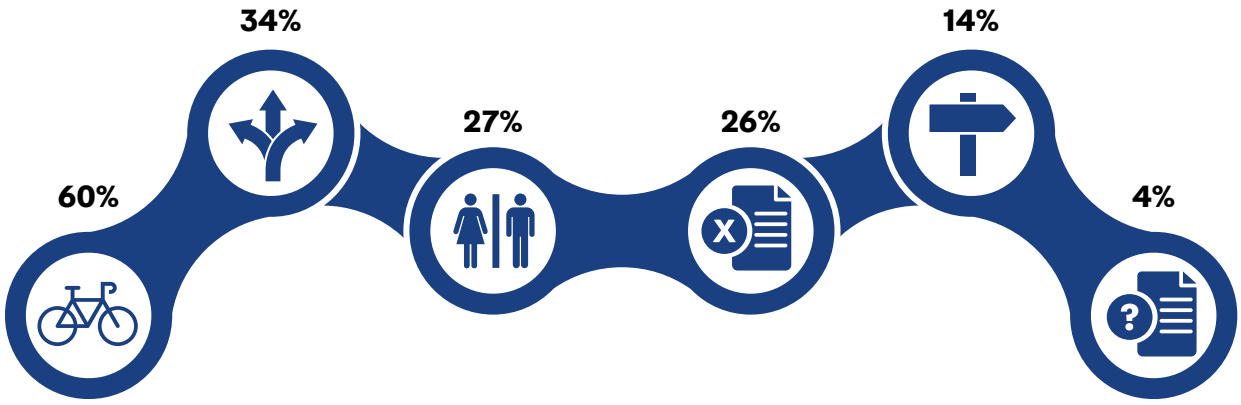
What would encourage you to walk more?

- 44% Safer road crossings
- 42% More things to see/do close to me
- 38% Lighting
- 36% More trees
- 25% More footpaths
- 23% Better connections
- 12% Other



What would encourage you to cycle more?

- 60% Dedicated bike paths
- 34% Better connections
- 27% End of trip facilities
- 26% Nothing
- 14% Better signage
- 4% Other



WHAT PEOPLE TOLD US

TO GET PEOPLE WALKING WE NEED:

- **GOOD FOOTPATHS**
- **LIGHTING**
- **CLOSE TO PUBLIC TRANSPORT**
- **SOMETHING TO WALK TO**
- **TREES AND SHADE**

Better walkability is critical to the success of great transport links.

"Get the links right!"

"Improve access to water frontage and walkability."

"START WITH THE BASICS - FOOTPATHS, PEDESTRIAN CROSSINGS, LINKS TO PUBLIC OPEN SPACES LIKE PARKS AND PEDESTRIAN REFUGES."

More cycleways!

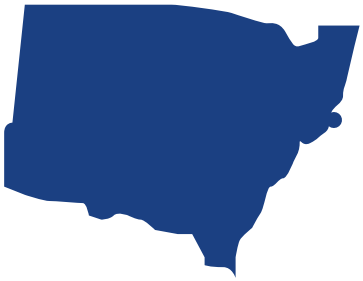
PEDESTRIANISE CONNECTIONS TO EMPLOYMENT HUBS.

02

Strategic context

Planning decisions at a local level are influenced by broader global, National, State and regional issues, trends, needs and planning priorities. Within Council itself, there are 21 key service areas which need to be balanced to deliver outcomes for our residents, businesses and stakeholders with competing priorities and demands for funding.

The Active Transport Action Plan has been developed with consideration of the following regional and local planning documents.



State

Future Transport Strategy 2056

A 40 year strategy for Sydney and Regional NSW aimed at delivering better connectivity and accessibility. In addition to outlining proposed new roads and public transport infrastructure to support the residents of Canterbury-Bankstown, the Strategy introduces two concepts which will ultimately support walking and cycling;

- The Movement and Place framework aims to balance the role of roads and streets for places that move people and goods, with land uses immediately adjoining them.
- The Principal Bicycle Network is a comprehensive Sydney wide cycling network that will be critical in supporting 30 minute cities. The 2056 vision for cycling across Sydney includes multiple routes that cross the Canterbury-Bankstown LGA.

Regional

A Metropolis of Three Cities: The Greater Sydney Region Plan

A 40 year strategic land use plan for Sydney. One of the key elements of the plan is the vision of a 30 minute city, with most residents living within 30 minutes of their jobs, education and health facilities, services and great places. Canterbury-Bankstown is part of the South District with Bankstown and Campsie identified as strategic centres, which are expected to have high levels of amenity and walkability and be cycle friendly.

The South District Plan

A 20 year plan to manage growth in the context of economic, social and environmental matters to achieve the 40 year vision for Greater Sydney. The plan introduces several priorities including aligning growth with infrastructure provision, delivering integrated land use and transport planning, reducing carbon emissions and working through collaboration to deliver coordinated planning in locations with great potential.

Greater Sydney Green Grid

The Grid aims to deliver an interconnecting network of open space that will encourage active lifestyles, enhance biodiversity and ensure ecological resilience. Linkages between open spaces are fostered within the wider public realm through enhancing creek corridors, transport routes, suburban streets, footpaths and cycle ways.

Local

CBCity 2028 Community Strategic Plan

A 10 year Community Strategic Plan that identifies seven Destinations for our future City. Goals relevant to walking and cycling relate to being 'Moving and Integrated' and 'Healthy and Active'. They include;

- Provide and maintain cycling and walking tracks;
- Advocate and plan for car and bicycle share schemes;
- Build and maintain local roads, car parks and traffic management devices;
- Plan for safe, attractive transport hubs that support all modes of transport; and
- Enable more journeys to be made without a car.

Connective City 2036 Local Strategic Planning Statement

A 20 year plan for land use and managing change into the future. Bankstown and Campsie are expected to grow as strategic centres, with up to 16,000 new workers and 12,500 new dwellings anticipated in the Bankstown CBD and 7,500 workers and 5,600 new dwellings in Campsie over the next 20 years. It identifies the development of an Active Transport Action Plan as a city shaping project.

Bankstown CBD and Bankstown Airport Place Strategy

The plan identifies Bankstown CBD as a Health and Education precinct, whilst Bankstown Airport will grow as a strategic hub for employment in freight, logistics, aviation and manufacturing. Improved movement and connectivity options are essential, with improving walking and cycling listed as a priority action in the Place Strategy.

03

Issues and opportunities

3.1 Walking

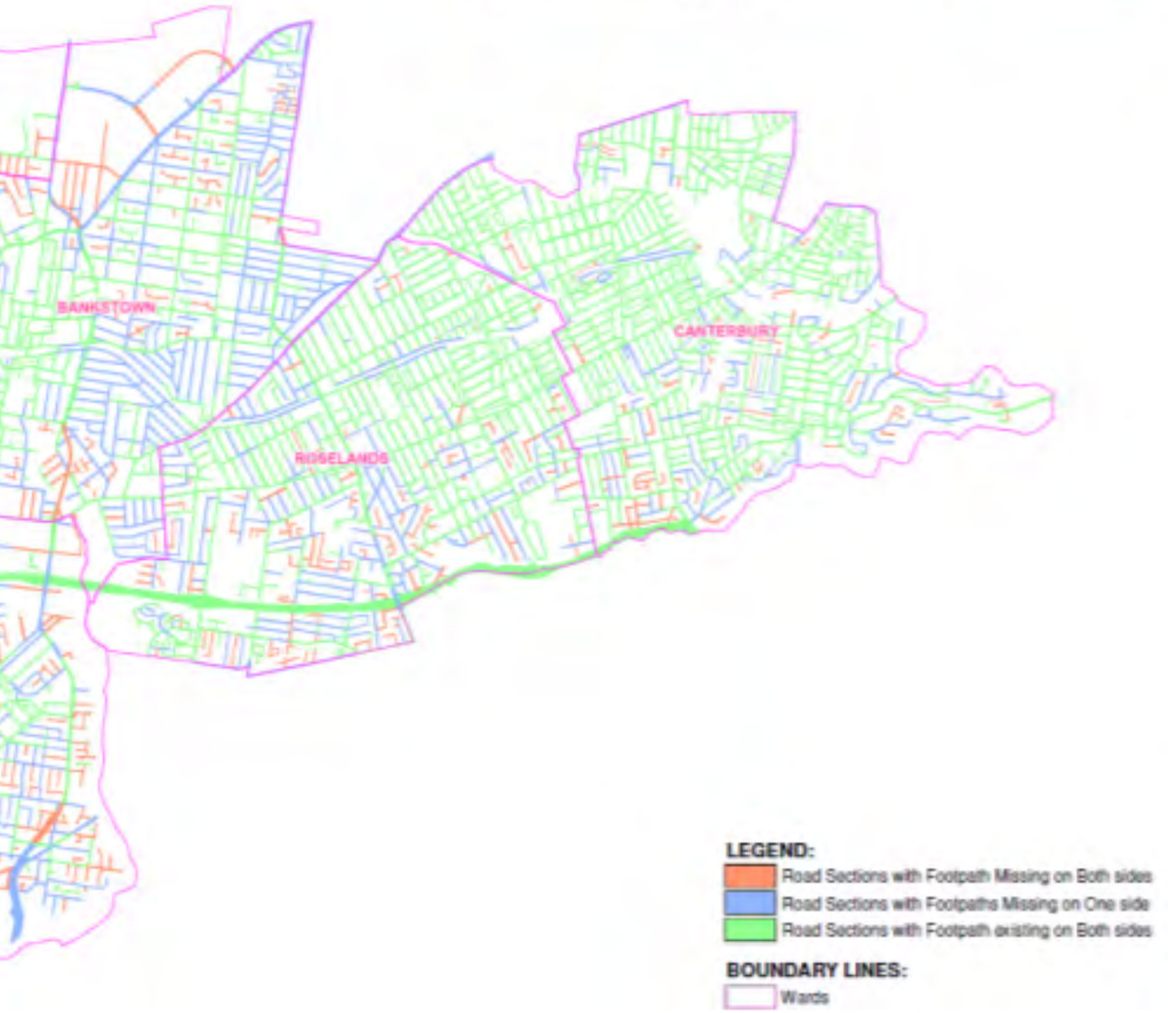
The pedestrian facilities across the City of Canterbury Bankstown are spatially disparate. While nearly the entirety of the street network in the eastern side of the LGA comprises sealed footpaths on both sides of the road, in the western area of the LGA, particularly in the Bass Hill ward, there are many streets without any footpaths.

There is currently 1,124 km of footpaths provided across the City, or 58% of the total potential network.

It is important to understand that some of these gaps in the network have a greater impact than others on walking accessibility in the LGA. For example, the lack of footpaths along bus routes not only hinders walking as a safe and efficient transport mode, but it also prevents bus services from being able to effectively serve residents within the bus stop walking catchments.

Numerous bus stops in the LGA are located on grass verges, without footpath access or solid ground for wheelchair and pram access. Addressing these footpath gaps will have a major impact on not only walking, but broader transport accessibility.

Ward	Existing Footpath length	Missing Footpath Length	Footpath Availability
Bankstown	219 Km	126 Km	63%
Bass Hill	164 Km	274 Km	37%
Canterbury	290 Km	57 Km	83%
Revesby	206 Km	270 Km	43%
Roselands	244 Km	83 Km	75%
Total	**1,124 Km**	**811 Km**	



Pedestrian permeability refers to the extent to which the urban form permits or restricts movement. Connected or 'permeable' networks encourage walking and cycling and make places easier to navigate through.

Across Canterbury-Bankstown, railway lines, high traffic volume roads and waterways all impact permeability. Improving the provision of facilitated crossing points, whether these be zebra crossings, signalised intersections, traffic islands, tunnels or pedestrian bridges, will remove the need for pedestrians to make significant detours that can equate to additional walking time.

A critical component of pedestrian infrastructure is also the safety of the network. By virtue of limited space or a lack of prioritisation of the road reserve for walking, the interaction of pedestrians and motor vehicles will lead to the risk of accidents.

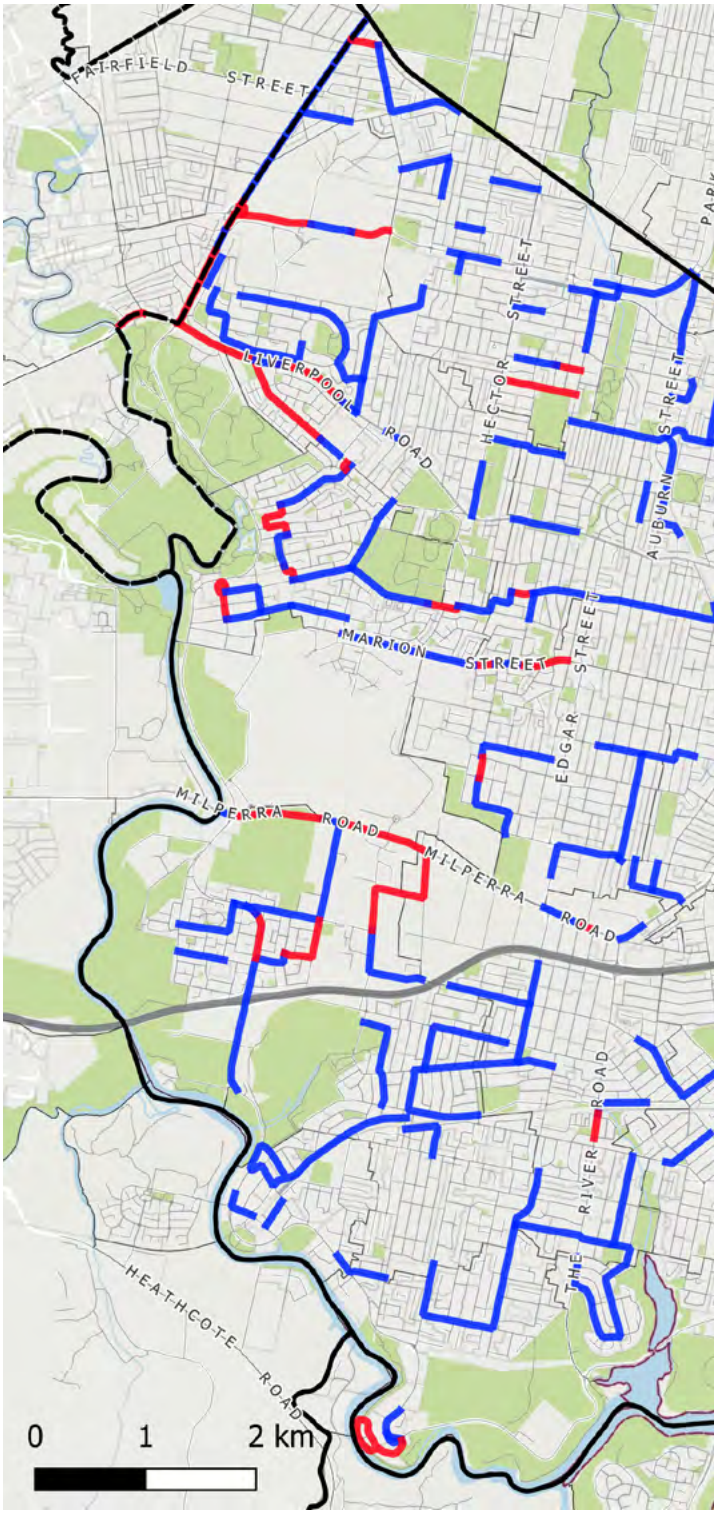
Making the streets and roads safer, particularly in high pedestrian areas like town centres, will make walking a more attractive option for people to get around.

3.2 Cycling

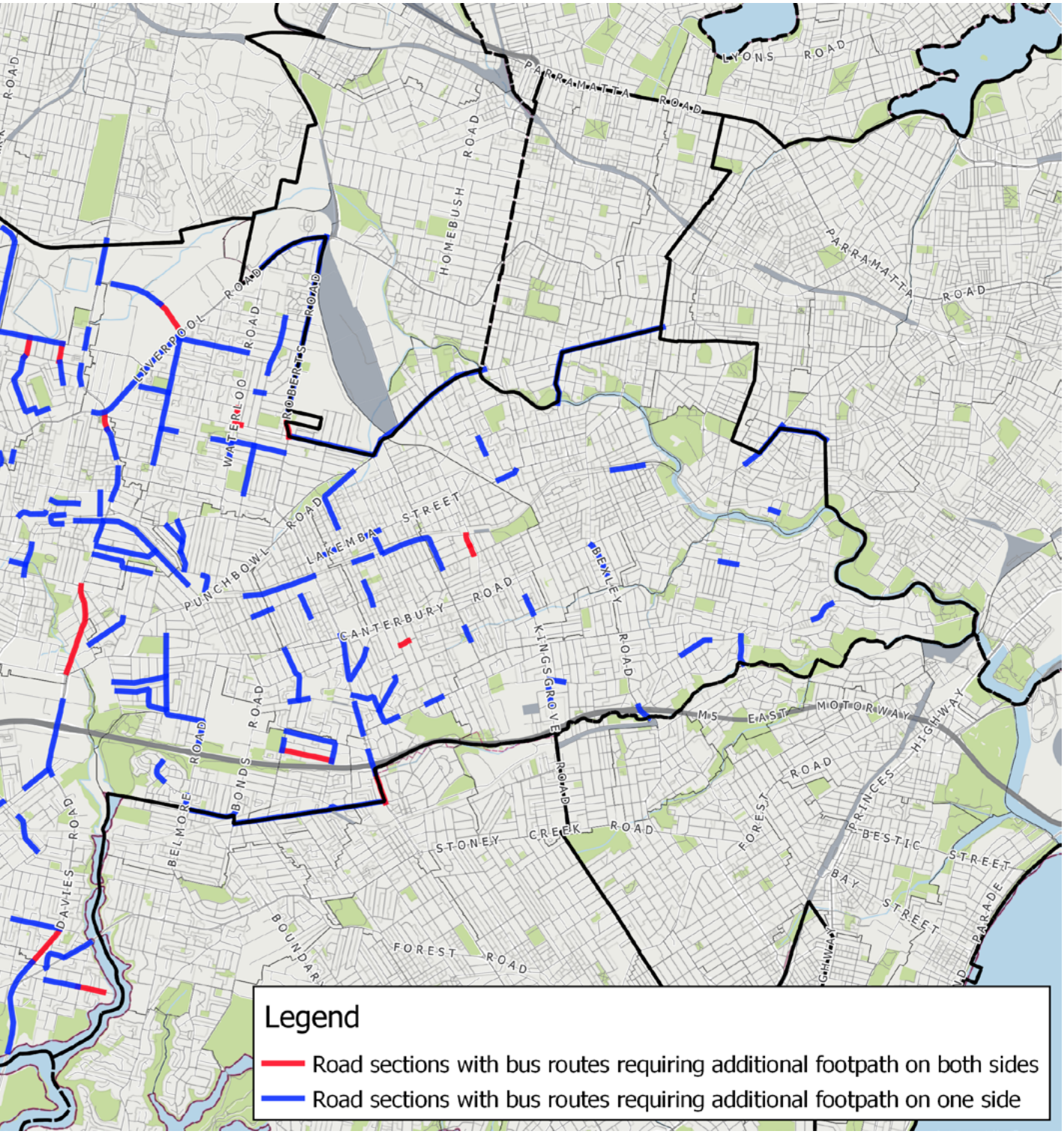
The existing cycling network is predominantly comprised of off-road shared paths. It is unevenly distributed across the City, with the quality, suitability and maintenance of the facilities also varying widely. There is no structured approach to wayfinding, with routes often ending abruptly leaving cyclists to navigate difficult traffic conditions.

As depicted on the map below, there are four key existing off-road cycling routes:

- Cooks River
- Salt Pan Creek
- M5 Motorway
- Henry Lawson Drive

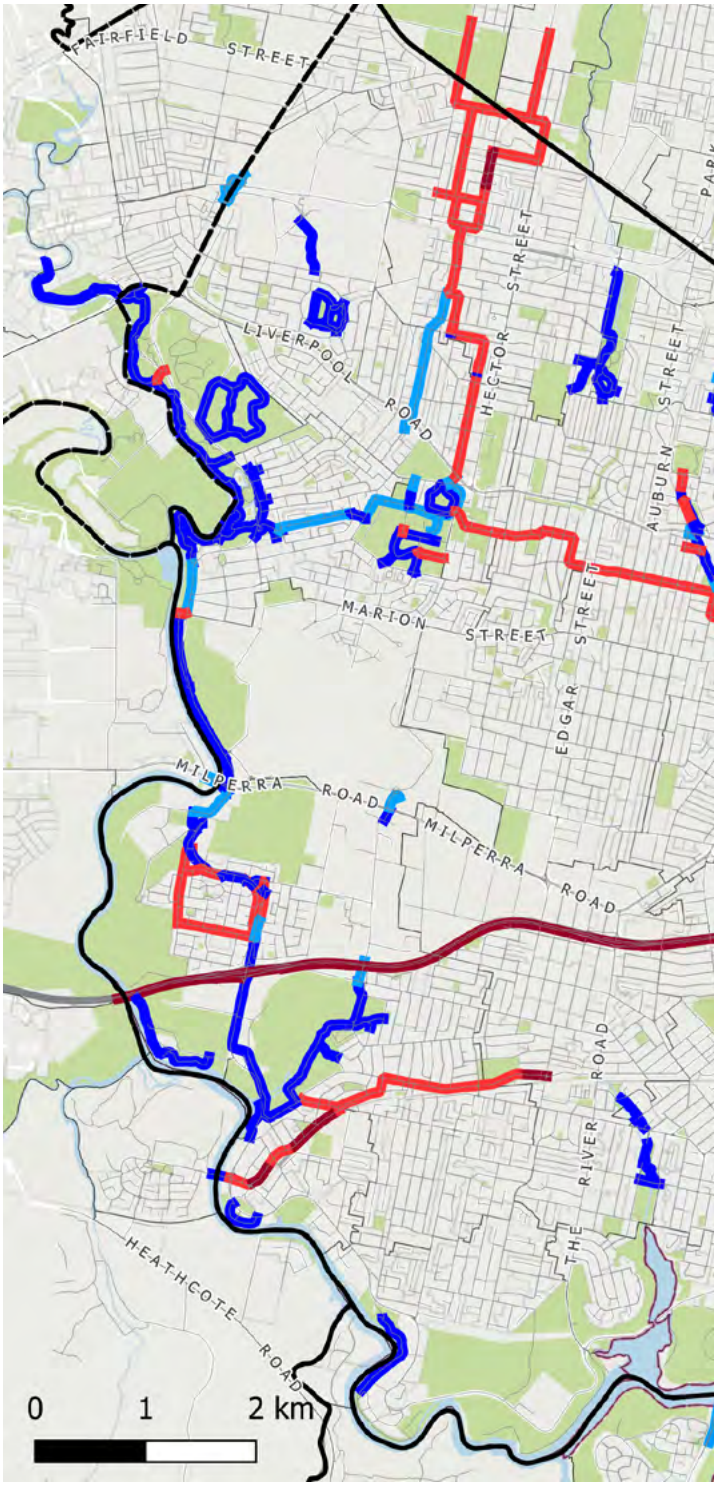


Bus Routes Without Footpaths

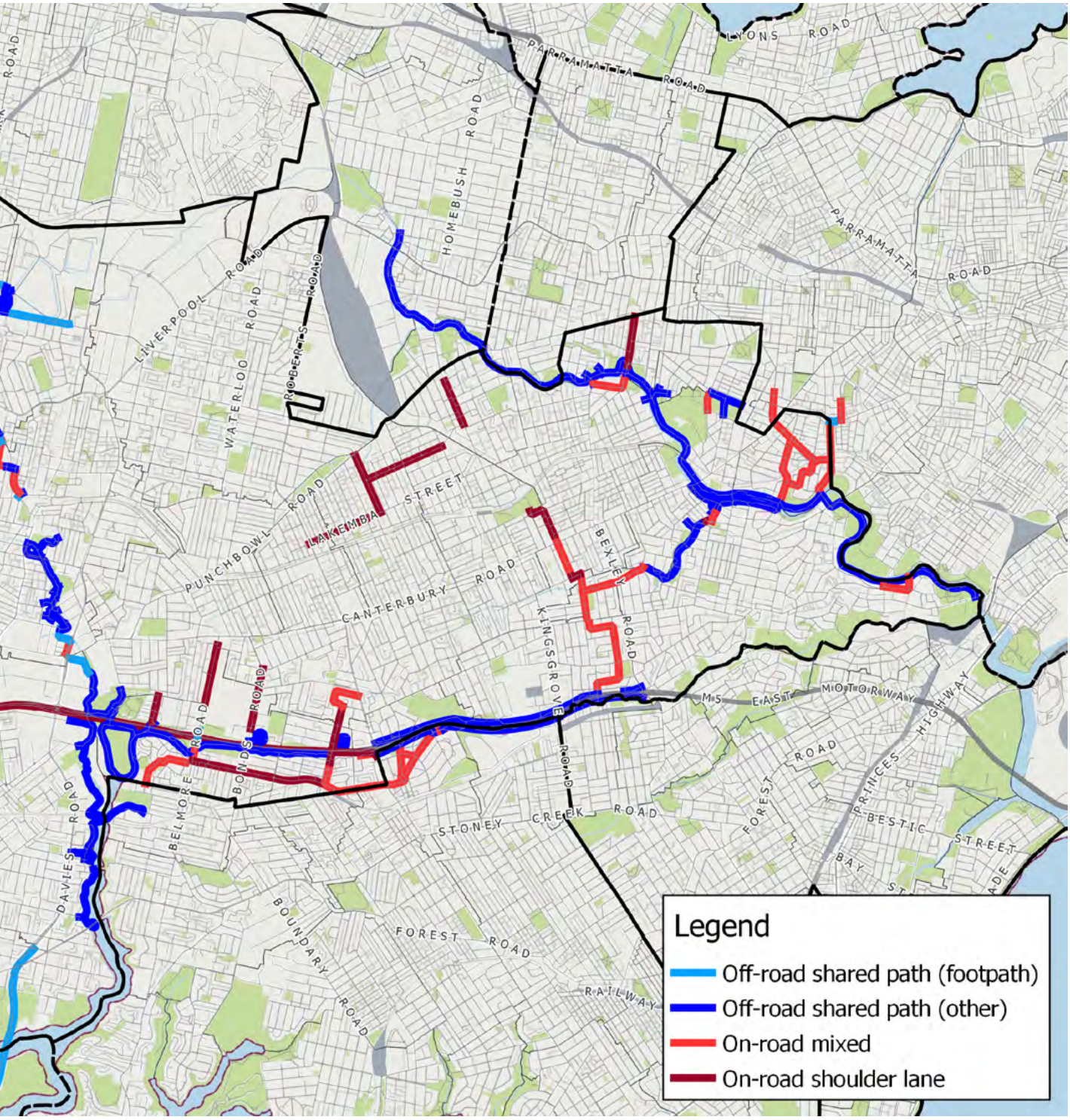

Legend
Road sections with bus routes requiring additional footpath on both sides
Road sections with bus routes requiring additional footpath on one side

At a network-wide level, existing cycle routes in Canterbury Bankstown and the overall cycling experience in the LGA can be characterised by the following comments:

- The on-road bicycle network is fragmented with limited sign-posted local road routes.
- The on-road facilities are either mixed traffic or shoulder lane. Without the added safety and comfort of any on-road separated cycleways, many potential riders will not use the network at all.
- Roads with high traffic volumes such as Hume Highway and Canterbury Road create barriers for safe cycling routes and provide limited crossing options.
- A number of the on-road cycling routes include combined parking / bicycle lanes or narrow bicycle lanes adjacent to parked cars.
- There is limited provision of dedicated facilities for bicycles at intersections, such as advance boxes and dedicated bicycle lanterns at signalised intersections.
- There are off-road shared paths with extensive length and coverage (e.g. the Cooks River Path and the M5 Path) that are well-used for recreational and commuting purposes.
- Car parking configurations range from parallel to 90-degree parking adjacent to cycle lanes or mixed cycle routes, both of which have safety concerns for cyclists in terms of dooring cyclists and cars reversing into cyclists.
- Bicycle signage and wayfinding is limited.
- Many footpaths only just meet minimum width specifications of 1.2 m, meaning that further works would need to be carried out to convert them to shared paths (2.5-3.0 m).
- Bicycle parking is insufficient at many railway stations and in local town centres.



Existing Cycleways


LYONS ROAD
PARRAMATTA ROAD
HOMEBUSH ROAD
PARRAMATTA ROAD
LIVERPOOL ROAD
WATERLOO ROAD
ROBERTS ROAD
PUNCHBOWL ROAD
LAKEMBA STREET
CANTERBURY ROAD
BEXLEY ROAD
KINGSGROVE ROAD
M5 EAST MOTORWAY
PRINCES HIGHWAY
FOREST ROAD
BAY STREET
BELMORE ROAD
BONDS ROAD
DAVIES ROAD
STONEY CREEK ROAD
BOUNDARY ROAD
FOREST ROAD
RAILWAY
Legend
Off-road shared path (footpath)
Off-road shared path (other)
On-road mixed
On-road shoulder lane

04

Vision and principles

4.1 Vision

To provide a high quality, connected walking and cycling network that enables our residents to choose active transport to move about the City and beyond.

1. Connect People

Walking and cycling facilities should be provided to improve access to areas of high pedestrian activity, areas of high population and/or employment density, schools, train stations and future Metro stations.

Areas of high population and employment density generally coincide with town centres, city centres and station precincts throughout Canterbury-Bankstown where pedestrian and cyclist movements are high and diverse, ranging from pedestrians and cyclists accessing major destinations, walking to the shops, mingling on the footpath, crossing streets and deliveries by bicycle.

2. Connect Transport

Streets should have safe infrastructure to support access for all users to the public transport network.

Streets must be considered as an integral part of the broader transport network and in the case of public transport are important conduits to and from bus stops and train stations, given all public journeys start and end with a walking trip.

3. Connect Places

Walking and cycling links should be provided to facilitate access to public open space and the green grid.

As the City continues to grow, public open space will become even more important to support the recreation needs of our residents.

05

Strategies

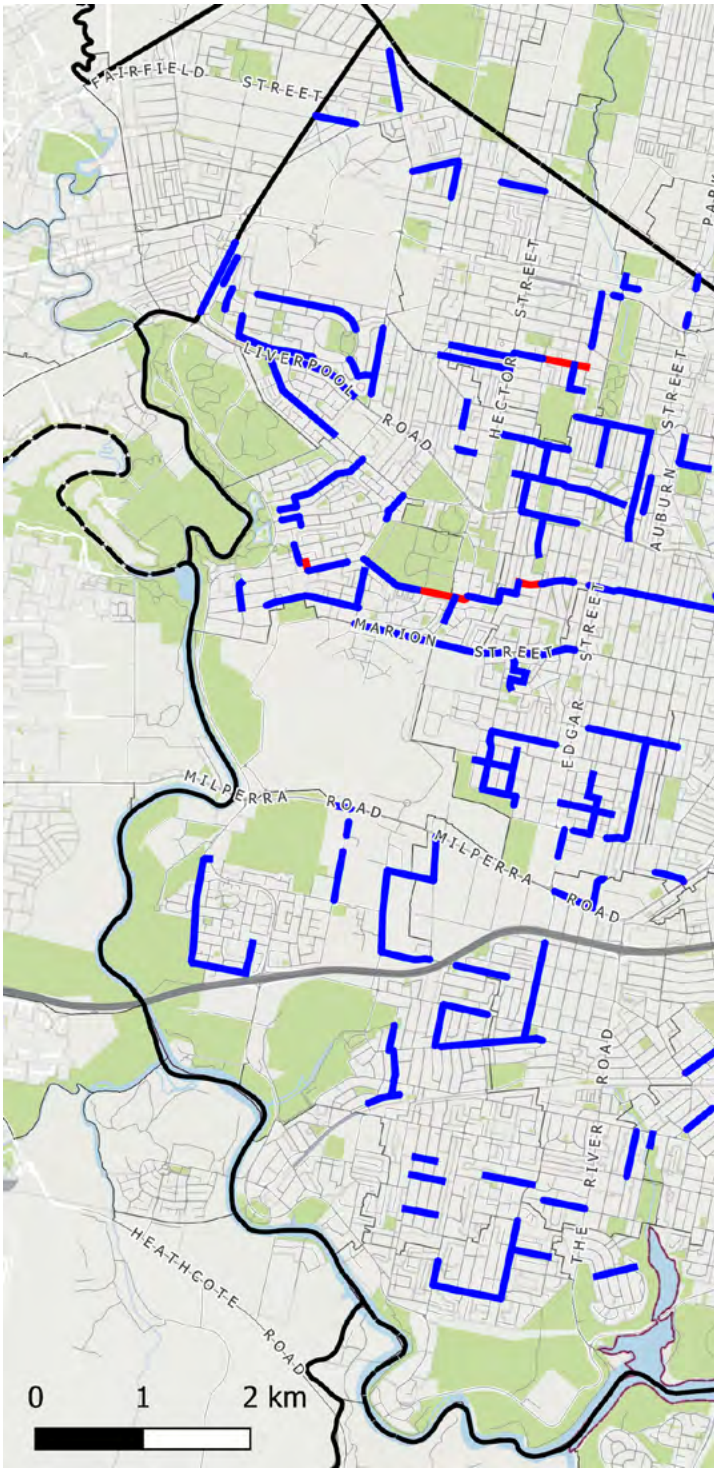
5.1 Future Walking Network

The following infrastructure work has been proposed based on its ability to enable safe access to public transport, improve access to the green grid, and address substantial gaps in the existing pedestrian network.

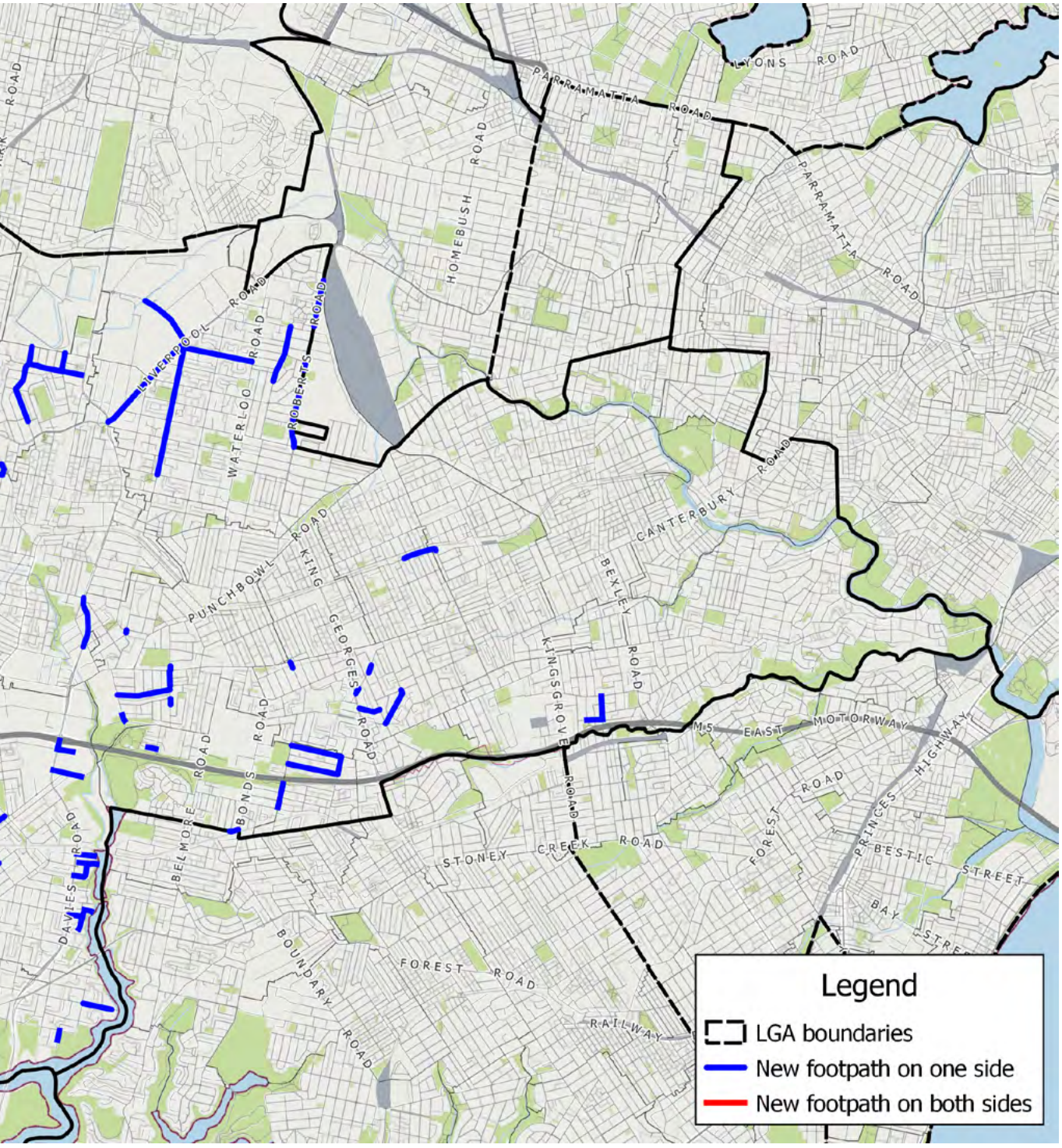
The work accounts for just over 10% of the missing footpaths in the LGA, however it delivers the biggest impact in enhancing the City's overall connectivity and permeability.

High-level minimum costs have been provided to demonstrate the investment Council is proposing to make on walking infrastructure.

These costs are based on a $200/sqm cost which allows for minor excavation and construction of a new 2.0 metre wide concrete path but excludes other costs which may be incurred such as moving utilities or other site specific issues.



All Footpaths


LYONS ROAD
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PUNCHBOWL ROAD
KING GEORGES ROAD
BEXLEY ROAD
KINGSGROVE
M5 EAST
MIOTOR WAY
HIGHWAY
ROAD
FOREST ROAD
PRINCES HIGHWAY
BESTIC STREET
BAY STREET
BONDS ROAD
BELMORE ROAD
DAVIES ROAD
STONEY CREEK ROAD
BOUNDARY ROAD
FOREST ROAD
RAILWAY
Legend
LGA boundaries
New footpath on one side
New footpath on both sides

Summary of footpath works by principle:

Principle	Total Length (m)	Estimated Cost	Percentage of all works
Connect People	14,308	$5,723,228	17%
Connect Transport	60,414	$24,165,758	73%
Connect Places	7,703	$3,081,052	10%
TOTAL	**82,425**	**$32,970,037**	**100%**

Summary of footpath works by Ward:

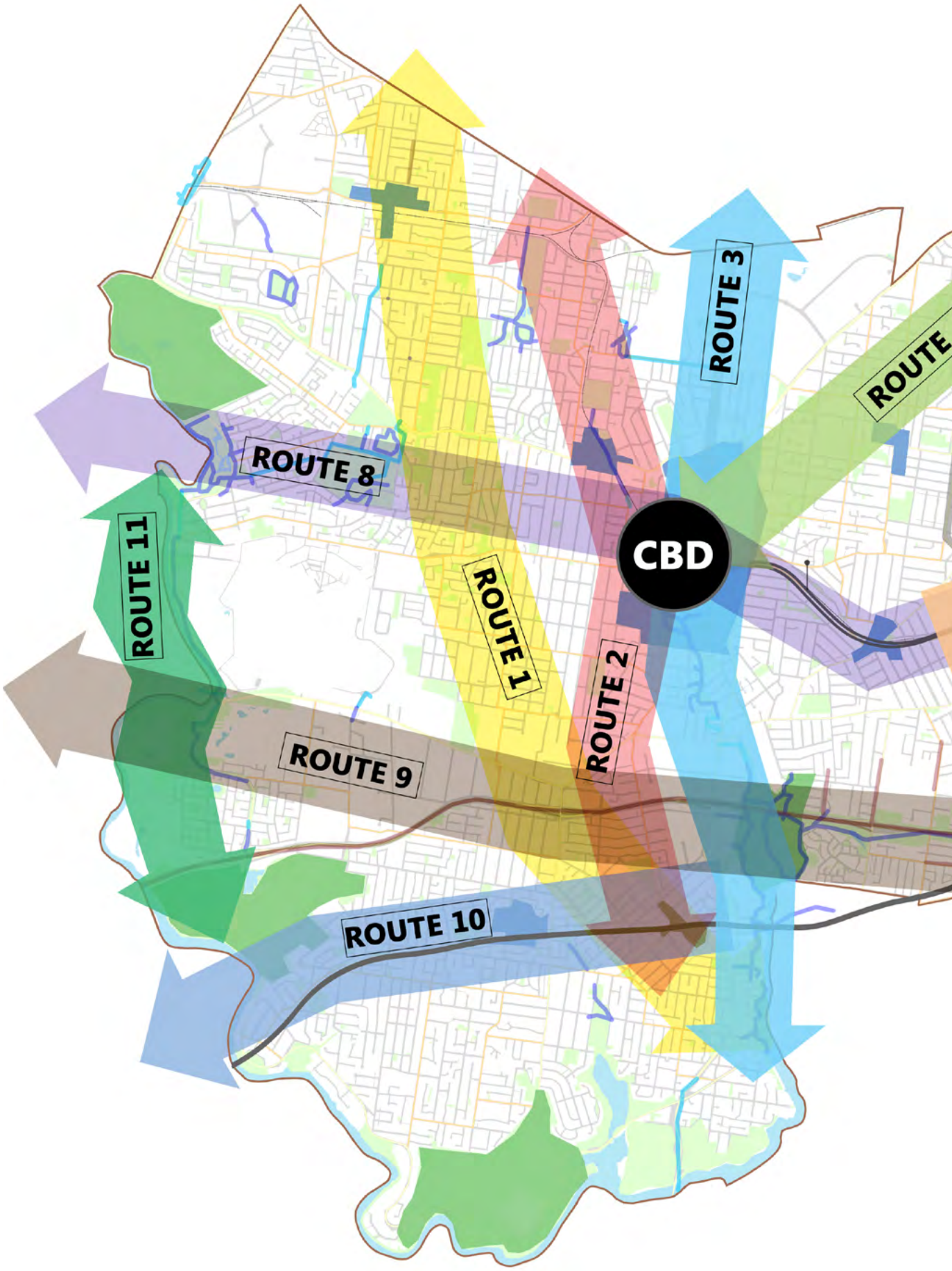
Ward	Total Length (m)	Estimated Cost	Percentage of all works
Bankstown	12,068	$4,827,306	15%
Bass Hill	37,261	$14,904,539	45%
Canterbury	892	$356,628	1%
Revesby	24,450	$9,779,993	30%
Roselands	7,754	$3,101570	9%
TOTAL	**82,425**	**$32,970,037**	**100%**

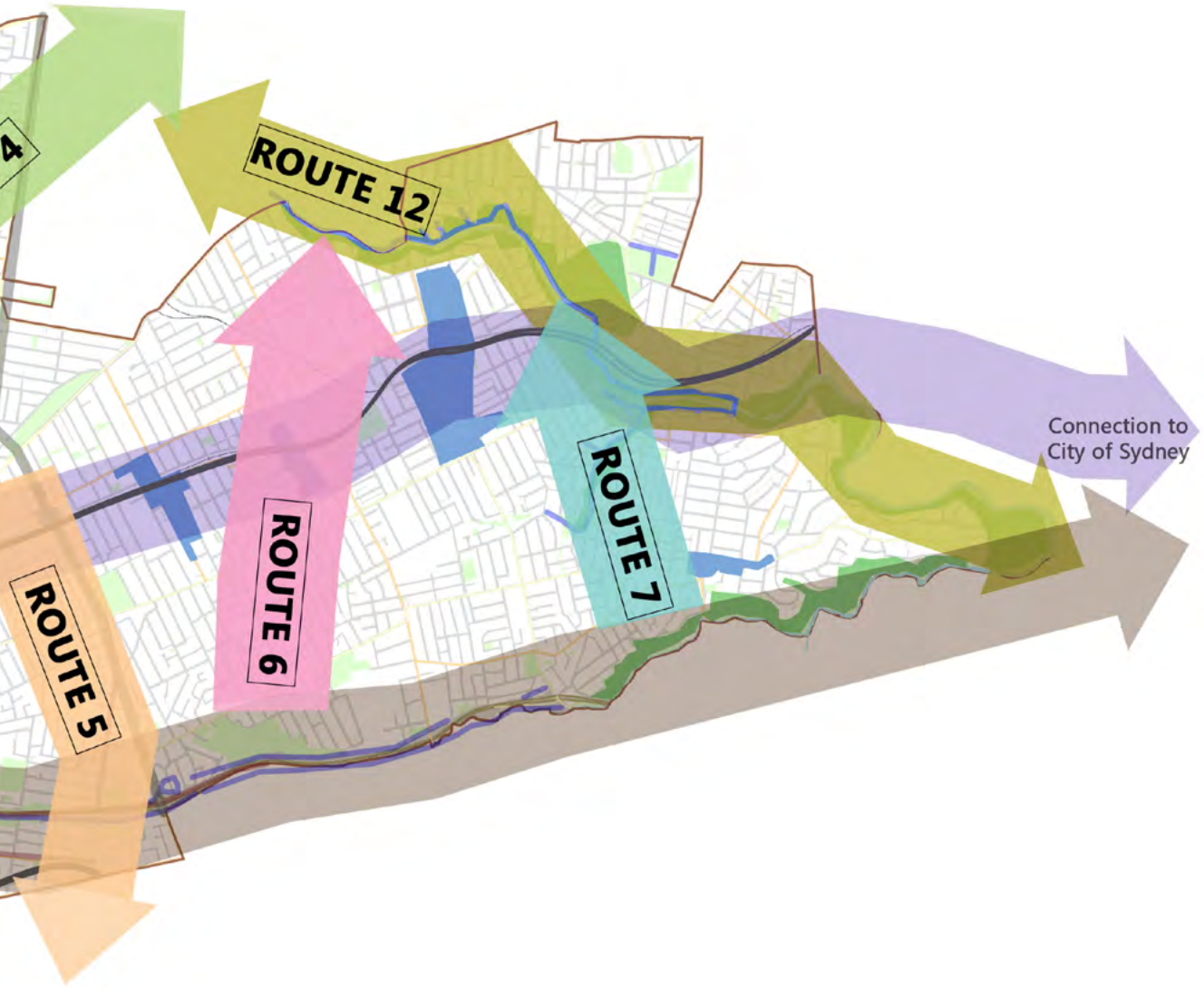
To demonstrate how this work provides a more equitable approach to footpaths across the City, the following table indicates the difference the proposed work will make to footpath availability in each Ward.

Ward	Existing Footpath Availability	Future Footpath Availability
Bankstown	63%	67%
Bass Hill	37%	46%
Canterbury	84%	84%
Revesby	43%	48%
Roselands	75%	77%
TOTAL	**58%**	**62%**

* Footpath availability has been calculated based on the total network potential for having footpaths on both sides of a street.

A detailed list of all proposed footpath works (subject to funding) is included in Appendix A.


ROUTE 3
ROUTE
ROUTE 8
CBD
ROUTE 11
ROUTE 1
ROUTE 2
ROUTE 9
ROUTE 10



5.2 Future Cycling Network

The existing cycling network provides a small range of high quality recreational and regional routes, yet is underdeveloped through the urban fabric of Canterbury-Bankstown. The identification of 'gaps' is not a task of recognising a few missing links in an already well connected network, but rather an analysis of where people want to go and what factors are impeding their ability to do so on bike. A series of broad routes have been identified based on connections into neighbouring LGA's, key destinations across the City, existing infrastructure and providing broad network coverage.

Proposed Key Route Corridors:

Route 1- Chester Hill to Padstow Heights
Route 2- Sefton to Padstow Heights
Route 3- Chullora to Padstow Heights
Route 4- Bankstown to Greenacre
Route 5- Wiley Park to Narwee
Route 6- Kingsgrove to Belfield
Route 7- Earlwood to Croydon Park
Route 8- Georges Hall to Hurlstone Park
Route 9- Milperra to Earlwood
Route 10- Padstow to East Hills
Route 11- Georges River Cycleway
Route 12- Cooks River Cycleway

An analysis of the strengths, opportunities, weaknesses and barriers occurring within the 1km width of the high-level corridor alignment has been conducted. The analysis for each corridor took into consideration the variety of factors that could influence cycling uptake and delivery. These included but were not limited to:

- Presence or lack of existing formalised cycling facilities and their quality;
- Connectivity to existing or proposed cycling facilities in neighbouring LGA's;
- Street permeability;
- Physical barriers to movement (e.g. railway lines, motorway, lack of signalised crossings, topography etc);
- Traffic volumes (both light and heavy vehicles, bus routes etc); and
- Strategic alignment with the Principle Bike Network and Sydney Green Grid.

Summary of cycle corridors by principle:

Key Route Corridor	Connect People	Connect Transport	Connect Places
Route 1- Chester Hill to Padstow Heights	●	●	
Route 2- Sefton to Padstow Heights	●	●	●
Route 3- Chullora to Padstow Heights	●	●	●
Route 4- Bankstown to Greenacre	●	●	
Route 5- Wiley Park to Narwee	●	●	
Route 6- Kingsgrove to Belfield	●	●	
Route 7- Earlwood to Croydon Park	●	●	●
Route 8- Georges Hall to Hurlstone Park	●	●	●
Route 9- Milperra to Earlwood	●		●
Route 10- Padstow to East Hills	●	●	●
Route 11- Georges River Cycleway			●
Route 12- Cooks River Cycleway			●

A more detailed review of the proposed cycling routes (subject to funding) is included in Appendix B.

To prioritise the delivery of the cycling routes, each corridor was subjected to three evaluations and assigned a relative ranking of 'high', 'medium' or 'low'.

- Land use assessment, with regards to educational institutions, commercial centres and transport infrastructure along the route. The land use assessment aims to understand how many significant attractors are within each corridor. This tally is then divided by the length of the route to give a consistent 'land use per kilometre' score.
- Network value, a qualitative assessment based on each corridor's value to the overall cycling network, concerning both its local network value and regional network value (such as a connection to existing infrastructure or a Principal Bicycle Network route in other adjoining local government areas).
- Construction feasibility, this was assessed at a high-level. Utilising the understanding of each corridor's constraints, judgment was made on the number and severity of issues impacting the delivery of a cycling route in each corridor.

Route	Land Use	Network Value	Feasibility	Overall
Route 1- Chester Hill to Padstow Heights	Low	Medium	Low	Medium
Route 2- Sefton to Padstow Heights	Medium	Medium	High	High
Route 3- Chullora to Padstow Heights	Low	Medium	High	Medium
Route 4- Bankstown to Greenacre	High	Medium	Medium	Medium
Route 5- Wiley Park to Narwee	High	Low	High	High
Route 6- Kingsgrove to Belfield	Medium	Low	Medium	Medium
Route 7- Earlwood to Croydon Park	Medium	High	Medium	High
Route 8- Georges Hall to Hurlstone Park	High	High	High	High
Route 9- Milperra to Earlwood	Low	High	Low	Medium
Route 10- Padstow to East Hills	Medium	Medium	Low	Medium
Route 11- Georges River Cycleway	Low	High	High	Medium
Route 12- Cooks River Cycleway	Medium	High	High	High

It should be noted that Route 5, while scoring highly in the assessment, will only work effectively as a connector route once Route 8 has been completed or at least committed. Likewise, other routes listed as a medium priority may only become viable after the delivery of another linked route, or after a significant level of local development. For this reason, the prioritisation of routes is subject to flexibility as the context changes over the next ten years.

Unlike the walking infrastructure, indicative costs have not been provided for the cycling routes. While the cost of delivering a particular route and funding availability will be a practical consideration for Council, the variables in route design and construction, including analysis of the suitability of existing infrastructure for a route, will all impact the final cost. It can however be assumed that both the length of the route and its feasibility assessment are a high- level indication of the relative cost.

Work on each route is a two phase process, with design and delivery separated. The concept design for each route may include the provision of a mix of infrastructure, reflecting the nature of the road or open space corridor through which it traverses. One route may include a mixture of;

- Off-road cycle lanes;
- Off-road shared paths for pedestrians and cyclists;
- On-road mixed traffic lanes;
- Traffic calming improvements; and
- Intersection and signage upgrades.

5.3 Supporting initiatives

Complete Streets- Bankstown CBD Transport and Place Plan

The Bankstown Complete Streets Transport and Place Plan was adopted by Council in October 2019 as the Masterplan to guide street and transport upgrades in Bankstown CBD over the next 15-20 years. It includes street by street detailed analysis of improvements to pedestrian and cycling infrastructure within the Bankstown CBD, as well as greater design and place outcomes. 'Complete Streets' is an approach that combines smart transport planning with good design to create an attractive destination and will be an approach progressively rolled out by Council across all town centres in the City.

Bankstown and Campsie CBD Structure Masterplans (draft)

To guide growth and change within Bankstown and Campsie, Council is currently preparing a comprehensive Bankstown City Centre Masterplan and Campsie Town Centre Masterplan to inform future amendments to the Local Environment Plan and a new Development Control Plan. This work will utilise the work conducted for the Bankstown CBD Transport and Place Plan (Complete Streets) and replicate the process for Campsie. Planning controls for end of trip facilities and bike parking on private developments will be considered within the scope of the Masterplan project.

Liveable Centres Program

The Liveable Centres Program is Council's ongoing town centre improvement program, designed to upgrade and renew commercial centres across the City. Upgrade works to improve pedestrian priority within town centres and to deliver initiatives funded under the TfNSW High Pedestrian Activity Area Program, are designed and delivered at a site specific level through this program.

Bankstown Complete Streets Future Bike and Pedestrian Network

Future Bike Network

- Existing on-street bike route
- Existing Shared Path
- New Separated Bike Path
- New Shared Path
- Transport Study Area
- Existing Open Space

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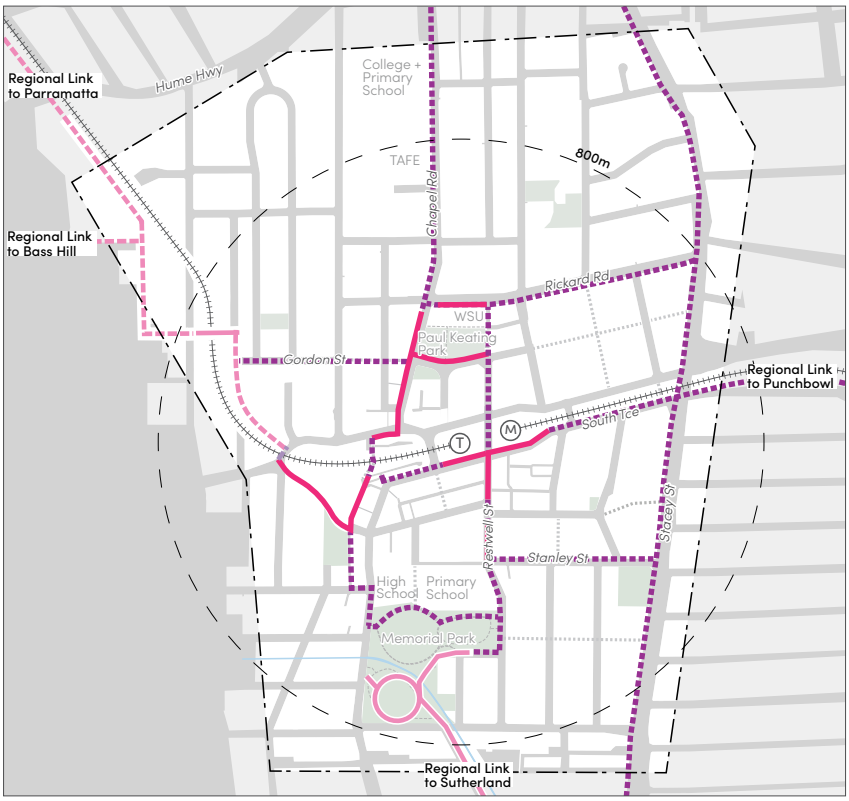

Future Pedestrian Network

- Shared Zones
- New/improved pedestrian- and cyclist-only links
- Improved geometry for pedestrian crossing
- New signalised/ raised pedestrian crossing
- Existing signalised/ marked pedestrian crossing
- Existing/maintained arcade
- 'Activity Spine'
- Pedestrian Study Area
- Existing Open Space

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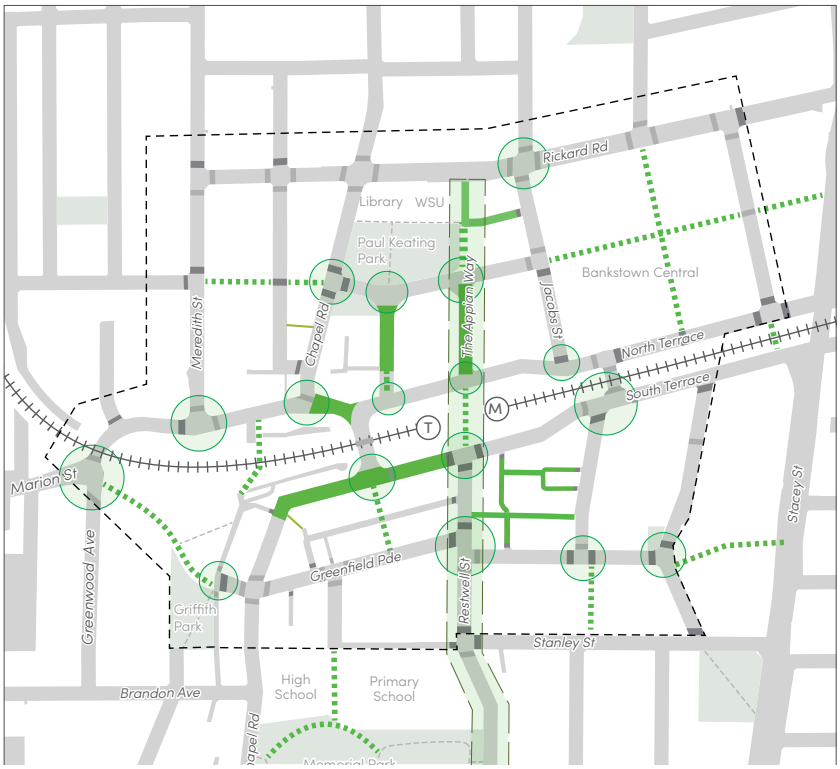


Public Domain Manual

The Public Domain Manual (currently under development) will provide co-ordinated design guidelines, material palettes, technical specifications and processes for public domain works and will be applicable to all streets, parks and public spaces across Canterbury-Bankstown. This includes all street geometry, footpaths and bike paths, landscaping, street furniture, parking and infrastructure. The various elements can have competing requirements within the finite space and compromises may need to be made. There is no universal solution when designing infrastructure, however the design approach and decision making will be informed by the principles of the Public Domain Manual.

The Public Domain Manual provides guidance on safety and design speed, lane widths, intersection design, corner radii, kerb extensions, pedestrian crossings, footpath design, cycleways, street parking, street trees, verge landscaping and street furniture (public seating, bike parking, drinking fountains, smart infrastructure, bus stops, signage, and lighting).

Sydenham to Bankstown Walking and Cycling Strategy

As part of Sydney Metro Southwest's Condition of Consent, Metro have been required to develop a Walking and Cycling Strategy to improve access to the station precincts along the Sydenham to Bankstown corridor. This includes pedestrian footpath upgrades, separated cycleways, shared footpaths and designated pedestrian and cyclist road crossings. Some of this infrastructure will be delivered by Sydney Metro as part of the delivery of the Metro line, and the remaining infrastructure will be provided incrementally over time.

Metropolitan Greenspace Program

The Metropolitan Greenspace Program is designed to support local Councils improve and increase access to regionally significant open space outlined in the Greater Sydney Green Grid. The Program funds both capital and planning works, including shared pedestrian and cycle pathways, new or improved parks and open spaces, improved signage and accessibility, and the development of plans of management and master plans that will lead to capital works. Canterbury-Bankstown Council currently has funding to develop spatial frameworks for the Cooks River, Wolli Creek and Bankstown to Sydenham priority Green Grid corridors. Council is also working closely with Georges River Council on a framework for the Salt Pan Creek corridor.

Active Canterbury-Bankstown

A series of programs and events coordinated by Council to encourage residents to participate in and enjoy physical activity, including supporting walking and cycling initiatives such as Heart Foundation Walking Groups, Walk (and) Ride to School (and) Work initiatives, and Learn to Ride programs.

Road Safety Strategic Plan

Partnering with local schools and the NSW Police, Council runs a comprehensive road safety education program. The program focuses on safety and compliance with road rules around school zones, educating high risk pedestrian groups (such as children and seniors) and implementing identified priorities to reduce the risk of pedestrian and cyclist injuries and fatalities.

Creative City Strategic Plan

The Creative City Strategic Plan was developed to guide Council's investment into arts and

cultural facilities and programs. It recognises the role that public art can play in activating streets and creating vibrant places. Specific actions to improve the walking and cycling experience of our residents include;

- Enhance the experience of walking and cycling with public art, temporary art, pop-up parks and cafés.
- Establish new creative trails and enhance existing initiatives along regional recreation and transport corridors to promote active transport, creativity and Aboriginal heritage in Canterbury-Bankstown.

Other Initiatives

There are many initiatives in progress across Council which have been considered within the development of the Active Transport Action Plan but excluded from the scope of this specific planning document.

- Sports Facilities Strategic Plan (draft)- This document will address the provision of sporting facilities across the City and the provision of infrastructure for cycling as a sport rather than a transport mode e.g velodromes and criterium tracks. The Active Transport Action Plan has not addressed facilities required for cycling as a sport or specific recreation e.g BMX, mountain biking or pump tracks.
- Bankstown and Canterbury Open Space Strategies- Both documents identified the need to improve priority walking and cycling connections and networks to community land open space across the City. While the Active Transport Action Plan considered the provision of open space across the LGA and opportunities for routes, it does not make site specific recommendations for improving access to individual parks.

06

Action plan

The recommendations for delivery have been prioritised with an indicative timeframe.

They are categorised as:

- Very High: One to two years.
- High: Two to four years.
- Medium: Four to seven years.
- Low: Seven to ten years.

6.1 Funding

Moving forward, Council has the opportunity to make significant upgrades to walking and cycling infrastructure across the City. Options for funding the actions outlined within the Active Transport Action Plan include:

- Section 7.11 contributions – collected from new development in the relevant areas. However, these contributions will not be able to fund all of the actions in this Plan;
- Grants and contributions (operational and capital) – Council will actively pursue grant funding and other contributions to assist in the delivery of new infrastructure; and
- Delivery partnerships – where Council and key partners (such as State Government agencies or private developers) collaborate to deliver a new infrastructure.

Action	Priority
Incorporate requirements for end of trip facilities and bike parking into Development Control Plan	Very High
Pursue funding opportunities for concept design of Route 8	Very High
Undertake development of a Council-wide PAMP to be informed by the footpath works listed in the Action Plan	Very High
Complete development of the Public Domain Manual to inform future work	Very High
Conduct suitability assessment on existing infrastructure on Route 12, including investigation of lighting	Very High
Complete development of the Bankstown and Campsie Structure Masterplans (including Campsie Complete Streets project)	Very High
Develop a Parking Management Plan for the City which considers demand and provision for bike parking	Very High
Pursue funding opportunities for construction of Route 8	High
Develop a Wayfinding Strategy for the City	High
Pursue funding opportunities for works identified in Bankstown Complete Streets	High
Pursue funding opportunities for concept design of Route 2	High
Pursue funding opportunities for concept design of Route 5	High
Pursue funding opportunities for concept design of Route 7	High
Conduct suitability assessment on existing infrastructure on Route 9	High
Conduct suitability assessment on existing infrastructure on Route 11	High
Investigate opportunities to develop creative trails along regional recreation and transport corridors	High
Pursue funding opportunities for concept design of Route 3	Medium
Pursue funding opportunities for concept design of Route 4	Medium
Pursue funding opportunities for concept design of Route 6	Medium
Pursue funding opportunities for construction of Route 2	Medium
Pursue funding opportunities for construction of Route 5	Medium
Pursue funding opportunities for construction of Route 7	Medium
Conduct suitability assessment on existing infrastructure on Route 11	Medium
Pursue funding opportunities for concept design of Route 1	Low
Pursue funding opportunities for construction of Route 3	Low
Pursue funding opportunities for construction of Route 4	Low
Pursue funding opportunities for construction of Route 6	Low
Plan for future active transport facilities in centres through design-led master plans (e.g. Liveable Centres Program, Complete Streets)	Ongoing
Incorporation of footpath works from PAMP in Operational Plan	Ongoing
Deliver initiatives from the Active Canterbury-Bankstown Program	Ongoing
Deliver initiatives from the Road Safety Strategic Plan	Ongoing

07

Get involved

Your input shapes our city's future. We welcome your input in mapping your ideas and feedback through our community engagement platform. CBCity is committed to consulting with you, and you can have your say at **cbcity.city/haveyoursay**

If you would like to provide feedback about the condition or maintenance of existing walking and cycling infrastructure, this can be reported at any time through our Customer Service Team.

Phone:
9707 9000

Fax:
9707 9700

Email:
council@cbcity.nsw.gov.au

Postal address:
P.O Box 8 Bankstown NSW 1885

Online
https://www.cbcity.nsw.gov.au/onlineservices/customer-service-request

In person:
Bankstown Customer Service Centre
Upper Ground Floor
Bankstown Civic Tower
66 - 72 Rickard Road
(Corner of Jacobs Street)
Bankstown NSW 2200
Monday to Friday, 9am-4pm

Campsie Customer Service Centre
137 Beamish Street
Campsie NSW 2194
Monday to Friday, 9am-4pm

08

Appendix

A Full list of proposed footpath works (subject to funding).

Location	Principle	Ward
Bambil Street (Rex Road to Amaroo Avenue)	Transport	Bass Hill
Batt Street (Allawah Avenue to Rose Street)	Transport	Bass Hill
Bellevue Avenue (Birdwood Road to Georgina Street)	Transport	Bass Hill
Glassop Street (Bertram Street to Saltash Street)	Transport	Bass Hill
Alan Street (Hume Highway to Ferrier Road)	People	Bass Hill
Alcoomie Street (Goondah Street to 1 Alcoomie Street)	Transport	Bass Hill
Allder Street (Nobbs Road to cul-de-sac)	Places	Bass Hill
Allison Avenue (Caloola Street to 8 Allison Avenue)	Places	Bass Hill
Allison Avenue (Caloola Street to Wren Street)	Places	Bass Hill
Allum Street / Melanie Street (81 Allum Street to railway bridge)	Transport	Bass Hill
Amaroo Avenue (bus stop opposite Amaroo Reserve to Bambil Street)	Transport	Bass Hill
Amour Street (10 Amour Street to Marigold Street)	Transport	Revesby
Ashby Avenue (Arnold Avenue to Bowden Boulevard)	Transport	Bankstown
Ashby Avenue (Bowden Boulevard to Terpentine Place)	Transport	Bass Hill
Ashby Avenue (Terpentine Place to Brunker Road)	Transport	Bass Hill
Ashcroft Street (Haig Avenue to Rex Road)	People	Bass Hill
Ashford Avenue (north of Blaxland Place)	Transport	Revesby

Location	Principle	Ward
Ashford Avenue (north of Bullencourt Avenue)	Transport	Revesby
Athel Street	Transport	Bass Hill
Auburn Road (Corliss Street to The Pipelines)	Transport	Bass Hill
Auburn Road (south of Morris Street)	Transport	Bass Hill
Bamfield Avenue (Neville Street to Valentine Street)	Places	Bass Hill
Bangalay Street (Oak Drive to Flinders Road)	Transport	Bass Hill
Batt Street (Hector Street to Allawah Avenue)	Transport	Bass Hill
Beaconsfield Street (97 Beaconsfield Street to 159 Beaconsfield Street)	Transport	Revesby
Beaconsfield Street (Horsley Road to Marigold Street)	Transport	Revesby
Belar Avenue (Alcoomie Street to Binna Burra Street)	Transport	Bass Hill
Belar Avenue (Derribong Street to Camira Street)	Transport	Bass Hill
Bellevue Avenue (Rex Road to Birdwood Road)	Transport	Bass Hill
Benfield Parade (Bransgrove Road to Horsley Road)	Transport	Revesby
Berkley Road (Churchill Road to Berkley Trail)	Places	Revesby
Berring Avenue (King Georges Road to Stoddart Street)	Transport	Roselands
Bertram Street (Warringa Street to Glassop Street)	Transport	Bass Hill
Birdwood Road (Georges Crescent to Owen Road)	Transport	Bass Hill
Braesmere Road (19 Braesmere Road to 53 Braesmere Road)	Transport	Revesby

Location	Principle	Ward
Bransgrove Road (Benfield Parade to Carson Street)	Transport	Revesby
Bryant Street (east of Fairford Road)	Places	Revesby
Buist Street (Hector Street to Rose Street)	Transport	Bass Hill
Burns Road (Picnic Point Road to Kennedy Street)	Transport	Revesby
Burradoo Street (Davies Road to Werona Avenue)	Places	Revesby
Caloola Street (14 Caloola Street to 1 Caloola Street)	Places	Bass Hill
Campbell Hill Road (Biara Street to Curtis Road)	Transport	Bass Hill
Canarys Road (south of Nicoll Street)	Transport	Roselands
Cann Street (Doust Street to Buist Street)	People	Bass Hill
Carawatha Street (Alcoomie Street to Gundaroo Street)	Transport	Bass Hill
Cardigan Road (Hillcrest Avenue to Waterloo Road	Transport	Bankstown
Carlingford Street (Woods Road to bus stop opposite Guelph Street)	Transport	Bass Hill
Carlton Parade (Moxon Road to Cullens Road)	Transport	Roselands
Centaur Street (Little Salt Pan Creek to Uranus Road)	Places	Revesby
Claribel Street (Artegall Street to Canterbury Road)	Transport	Bankstown
Cullens Road (Mitcham Street to Canterbury Road)	Transport	Roselands
Cullens Road (south of Joyce Street	Transport	Roselands
Curtis Road (Miller Road to Campbell Hill Road)	Transport	Bass Hill

Location	Principle	Ward
Dalton Avenue (Wren Street to 73 Dalton Avenue)	Places	Bass Hill
Dalziel Avenue (Lambeth to Hinemoa Street)	People	Revesby
Denman Road (Athel Street to Johnston Road)	Transport	Bass Hill
Derribong Street (Gundaroo Street to Belar Avenue)	Transport	Bass Hill
Edgar Street (Eldridge Road to 350a Edgar Street)	Transport	Bass Hill
Eldridge Road (Hubert Street to Willfox Street)	Transport	Revesby
Eldridge Road (Olive Street to Gleeson Avenue)	Transport	Revesby
Elliston Street (Priam Street to Hector Street)	Transport	Bass Hill
Ethel Street (Yanderra Street to Deverall Park car park)	Transport	Bass Hill
Eva Street (Winifred Street to Birdsall Avenue)	People	Revesby
Fairford Road (Bryant Street to M5 Motorway)	Places	Revesby
Fairford Road (Macauley Avenue to 48 Stacey Street)	Transport	Bankstown
Ferndale Road (Kinross Place to The River Road)	Transport	Revesby
Ferrier Road (Rose Street to Ferrier Park)	Transport	Bass Hill
Foley Street (Birdwood Road to Carnavon Crescent)	People	Bass Hill
Fourth Avenue (Railway Parade to Yanderra Street)	Transport	Bass Hill
Georgina Street (Thornton Avenue to Warringa Street)	Transport	Bass Hill
Glassop Street (Edgar Street to William Street)	Transport	Bankstown
Glassop Street (Saltash Street to Cantrell Street)	Transport	Bass Hill
Glassop Street (The Avenue to Edgar Street)	Transport	Bass Hill
Glassop Street (William Street to Allum Street)	Transport	Bass Hill
Gleeson Avenue (Eldridge Road to Augusta Street)	Transport	Revesby

Location	Principle	Ward
Gorman Avenue and Richard Street	People	Revesby
Grove Avenue (Karne Street North to Penshurst Road)	Transport	Roselands
Gurney Road (Woodville Road to Milowera Road)	Transport	Bass Hill
Haig Avenue (west of Georges Crescent)	Transport	Bass Hill
Hillcrest Avenue (Greenacre Road to cul-de-sac south of Hume Highway)	Transport	Bankstown
Hood Street (Ward Street to Blackman Lane)	People	Bass Hill
Horsley Road (Brighton Avenue to Glenfield Avenue)	Transport	Revesby
Horsley Road (Bullecourt Avenue to Amour Street)	Transport	Revesby
Horsley Road (Bullecourt Avenue to Beaconsfield Street)	Transport	Revesby
Howard Road (Fox Crescent to Doyle Road)	Transport	Revesby
Hume Highway (between both Farrell Road intersections)	People	Bass Hill
Hume Highway (Horton Street to Colechin Street)	Transport	Bass Hill
Hume Highway (Stacey Street to Muir Road)	Transport	Bankstown
Hydrae Street (Mars Street to Uranus Road)	Transport	Revesby
Iris Avenue (Bell Street to 13 Iris Avenue)	Places	Roselands
Jacaranda Drive (Ash Street to Athel Street)	Transport	Bass Hill
Johnston Road (Hume Highway to George Bass School)	People	Bass Hill
Josephine Street (Bonds Road to 1 Josephine Street)	Transport	Roselands
Karne Street South (Hannans Road to cul-de-sac south of M5 Motorway)	Places	Roselands
Kennedy Street (Burns Road to Paul Street)	Transport	Revesby
Killara Avenue (Horseley Road to shared path at 24 Killara Avenue)	Transport	Revesby

Location	Principle	Ward
Lancaster Avenue (south of Warwick Street)	Transport	Bankstown
Lancelot Street (Clarence Street to Pringle Avenue)	Transport	Bankstown
Lancelot Street (Taylor Street to Clarence Street)	Transport	Revesby
Lowana Street (Alcoomie Street to Mundamatta Street)	Transport	Bass Hill
Ludgate Street (Stoddart Street to Albion Street)	Transport	Roselands
Lundy Avenue (Warejee Street to Homer Street)	Places	Canterbury
Maiden Street (Cowl Street to Norfolk Road)	Transport	Bankstown
Manahan Street (Townsend Street to Railway Parade)	Transport	Bass Hill
Marigold Street (Amour Street to Milperra Road)	Transport	Revesby
Marion Street (Manahan Street to 380 Marion Street)	Transport	Bass Hill
Marion Street (Owen Road to 380 Marion Street)	Transport	Bass Hill
Marion Street (The Avenue to Saltash Street) - south side	Transport	Bass Hill
Market Street (Augusta Street to Lancelot Street)	Transport	Revesby
Marks Lane (Chester Hill Road to Hector Street)	People	Bass Hill
McClelland Street (Chester Hill Road to cul-de-sac)	People	Bass Hill
McMahon Road (Church Road to Brodie Street)	Transport	Bass Hill
McMillan Street (Ashby Avenue to cul-de-sac)	People	Bankstown
Meager Avenue (Davies Road to Salt Pan Creek trail)	Places	Revesby
Miller Road (Middleton Road to Barbers Road)	Transport	Bass Hill
Miller Road (Mundamatta Street to Goonaroi Street)	Transport	Bass Hill
Milperra Road (Edgar Street to Mons Street)	Transport	Revesby
Milperra Road (west of Ashford Avenue)	Transport	Revesby

Location	Principle	Ward
Mons Street (north of Milperra Road)	People	Revesby
Mount Avenue (south of Canterbury Road)	Transport	Roselands
Moxon Road (south of Craig Street)	Places	Roselands
Muir Road (Hume Highway to 26 Muir Road)	Transport	Bankstown
Mundamatta Street (Lowana Street to Miller Road)	Transport	Bass Hill
Nobbs Road (Allder Street to Cooper Road)	Places	Bass Hill
Oak Drive (Ash Street to Bangalay Street)	Transport	Bass Hill
Palmer Street (Wallace Street to Rose Street)	Places	Bass Hill
Panania Avenue (Horseley Road to Marco Avenue)	Transport	Revesby
Penshurst Road (Grove Avenue to Shorter Avenue)	Transport	Roselands
Phillip Street (Lambeth Street to Malvern Street)	People	Revesby
Picnic Point Road (Donald Street to Burns Road)	Transport	Revesby
Powell Street (McMillan Street to Patience Avenue)	People	Bass Hill
Powell Street (Patience Avenue to Brunker Road)	Transport	Bass Hill
Prescot Parade (Raleigh Road to Warlencourt Avenue)	People	Revesby
Queen Street (Horsley Road to Carrington Street)	Transport	Revesby
Raleigh Road (Henry Lawson Drive to Prescot Parade)	People	Revesby
Rex Road (Bambil Street to Ballina Street)	Transport	Bass Hill
Rex Road (McClean Street to Johnston Road)	Transport	Bass Hill
Roberts Road (Callistemon Grove to Silkyoak Grove)	Transport	Bankstown
Roberts Road (Lawford Street to Norfolk Road)	Transport	Bankstown
Roberts Road (Mayvic Street to Gloria Jean's)	Transport	Bankstown

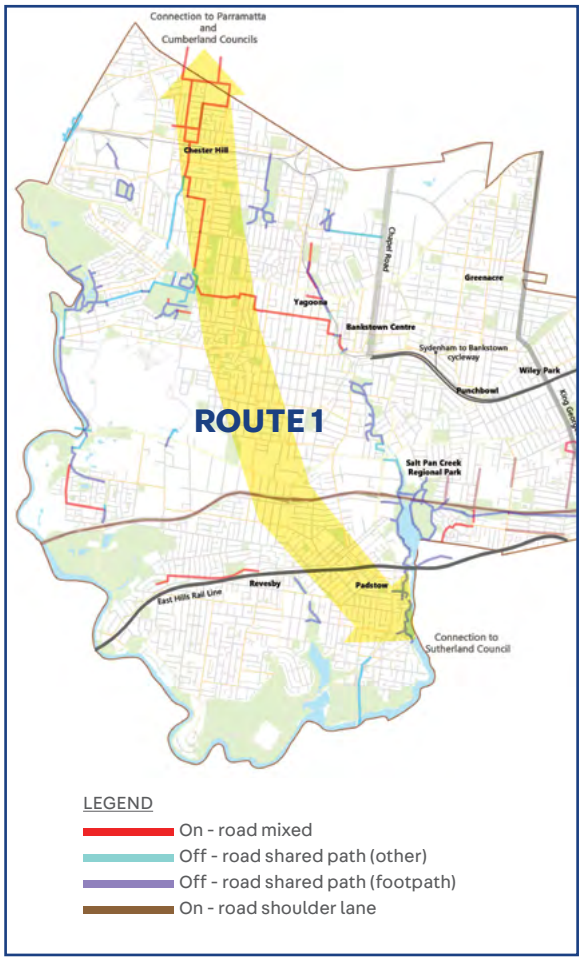
Location	Principle	Ward
Roberts Road (Mondo Street to McDonald's Greenacre)	Transport	Bankstown
Roberts Road (north of Juno Parade)	Transport	Bankstown
Rose Street (north of Canterbury Road)	Transport	Roselands
Rose Street (Rodd Street to Wellington Road)	Transport	Bass Hill
Rowell Street (whole street)	People	Revesby
Second Avenue (Third Avenue to Sixth Avenue)	Places	Bass Hill
Shorter Avenue (Karne Street North to Penshurst Road)	Transport	Roselands
Sixth Avenue (Railway Parade to Yanderra Street)	Places	Bass Hill
Smith Road (Ward Street to Buist Street)	Places	Bass Hill
Sphinx Avenue (Doyle Road to Cahors Road)	Transport	Revesby
Stuart Street (Fairford Road to Stuart Street Reserve)	Places	Revesby
Surrey Road (Pasley Road to Bellevue Avenue)	People	Bass Hill
Taloma Street (Kennedy Street to Thomas Street)	People	Revesby
Tate Street (Lambeth Street to Malvern Street)	People	Revesby
The Boulevarde (The Boulevarde car park to Peel Street)	Transport	Roselands
Topping Street (Braesmere Road to Marco Avenue)	People	Revesby
Townsend Street (Manahan Street to Simmat Avenue)	Transport	Bass Hill
Trebartha Street (Cann Stret to Robertson Road)	People	Bass Hill
Trevone Street (2 Trevone Street to cul-de-sac)	Places	Revesby
Truro Parade	Places	Revesby
Villiers Road (Queensbury Road to cul-de-sac)	Transport	Revesby
Wallace Street (Palmer Street to Batt Street)	Places	Bass Hill

Location	Principle	Ward
Ward Street (Australia Street to Gray Crescent)	People	Bass Hill
Warejee Street (Pangee Street to Lundy Avenue)	Places	Canterbury
Warlencourt Avenue (Prescot Parade to Pozieres Avenue)	People	Revesby
Warringa Street (Georgina Street to Bertram Street)	Transport	Bass Hill
Weenamana Place (Werona Avenue to Salt Pan Creek trail)	Places	Revesby
Wellington Road (west of Woods Road)	Transport	Bass Hill
Werona Avenue (cul-de-sac to Weenamana Place)	Places	Revesby
Willfox Street (Eldridge Road to Winifred Street)	People	Revesby
Winifred Street (Willfox Street to Eva Street)	People	Revesby
Woodbine Street (Palomar Parade to Arnold Avenue)	Transport	Bankstown
Woods Road (Carlingford Street to Clapham Road)	Places	Bass Hill
Woodville Road (Bus stop 2163147 to Binna Burra Street)	Transport	Bass Hill
Wren Street (Dalton Avenue to Allison Avenue)	Places	Bass Hill
Wycombe Street (Brodie Street to Ferrier Road)	People	Bass Hill
Yanderra Street (Edgar Street to Olive Street)	People	Revesby
Yanderra Street (Fourth Avenue to Ethel Street)	Transport	Bass Hill

B Further detail on proposed cycling routes

Route 1- Chester Hill to Padstow

This is a north-south city wide route connecting Chester Hill and Padstow Heights. There is an existing on-road mixed cycling facility through the residential suburbs of Chester Hill and Bass Hill. Off-road shared paths throughout the Crest Sporting Complex provide connections to the north, east and west. The route then traverses Condell Park, providing access to the adjacent Bankstown Airport and supporting industrial area and Bankstown Paceway. Finally, the route connects to the Revesby town centre at the railway station, before connecting into the off-road shared path facility at Padstow Heights which crosses the Georges River into Sutherland Shire.

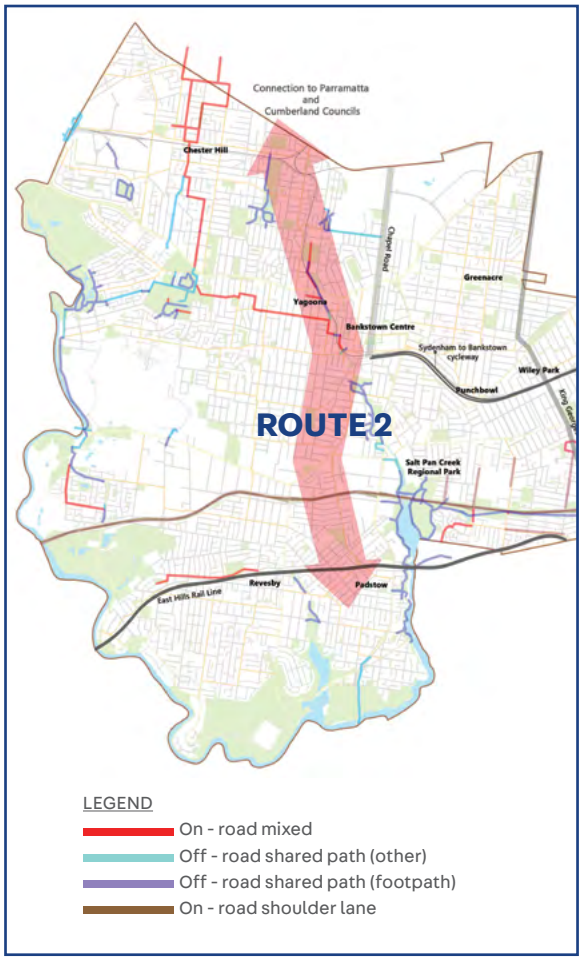


Key Considerations	Strategic Importance
• Sections of this route are already provided with off-road shared paths and on road mixed traffic. • Limited crossing locations over the Sydney Water pipeline, the railway line, the M5 motorway and Marion Street.	• Links Chester Hill, Bass Hill, Condell Park and Revesby town centres. • Intersects with east-west routes along the M5 corridor and into the Bankstown CBD. • Connection to Parramatta through Cumberland Council network. • Connection to Sutherland Council network. • Improves connectivity to Bankstown Airport (Bankstown CBD and Bankstown Airport Place Strategy).

Route 2- Sefton to Padstow Heights

This route is also a city wide north-south route that utilises the Bankstown CBD as a node. Connecting into the Duck River route in Cumberland Council, there is the opportunity to utilise existing infrastructure through Sefton and Yagoona to connect into the Bankstown CBD.

However, in the southern section of the route there are currently no formalised cycling facilities between Bankstown and Padstow Heights. It is vital this route provides a north-south facility through the Padstow town centre, enabling a greater number of nearby residents to access their local services and concurrently connect them to a wider regional cycling network. This route would also end at the connection in Padstow Heights across the Georges River and into Sutherland Shire.

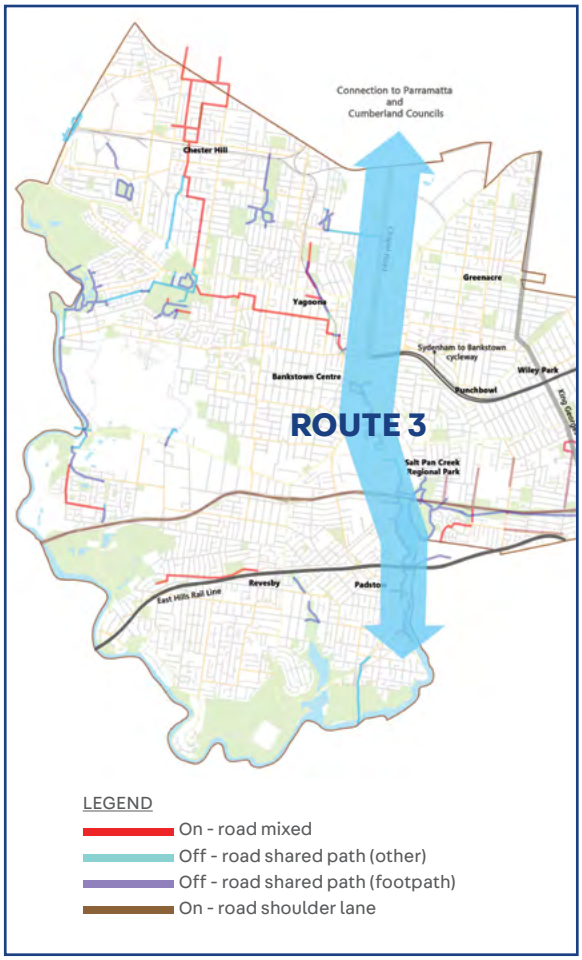


Key Considerations	Strategic Importance
• Sections of this route are already provided with off-road shared paths and on road mixed traffic. • Limited crossing locations over the M5 motorway, through industrial areas and railway line.	• Links Sefton, Birrong, Yagoona, Bankstown and Padstow (addresses identified gap in infrastructure in this area) town centres. • Will complement Bankstown Complete Streets by providing connections into the Bankstown CBD. • Intersects with east-west routes along the M5 corridor and the Metro line. • Connection to Parramatta through Cumberland Council network. • Connection to Sutherland Council network.

Route 3- Chullora to Padstow Heights

This route is also a city wide north-south route that utilises the Bankstown CBD as a node. The northern section is intended to create a connection along Chapel Road through the Chapel Road Precinct– earmarked as an urban spine for the CBD in the Local Strategic Planning Statement. A formalised cycling route is critical to ensuring that these areas of urban transformation become more accessible and more liveable for its growing population. Beyond Chullora, the route links to on-road and off-road cycling facilities to Lidcombe and the M4 Cycleway.

The southern section already contains an existing recreational off-road shared path along Salt Pan Creek.



Transformational Infrastructure Opportunity

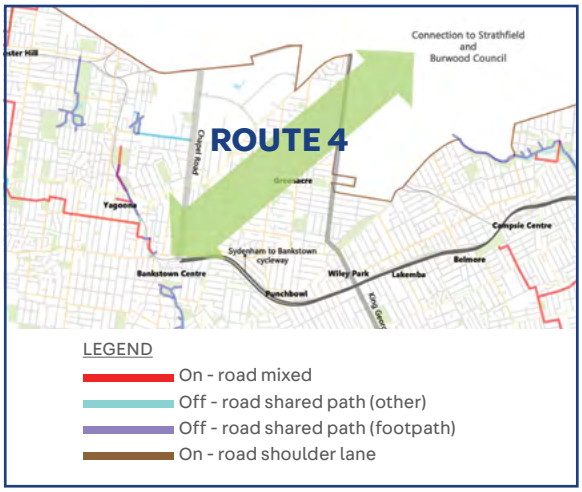
- Improving the connection between the Bankstown CBD and Salt Pan Creek by addressing the missing link between Ruse Park and Salt Pan Creek.
- Replacement of the existing ageing timber boardwalk infrastructure along Salt Pan Creek to improve both cycling and walking access, including improving connection points into Georges River Council LGA.

Key Considerations	Strategic Importance
• Limited existing cycling facilities in the Northern part of Bankstown. • Existing off-road shared path in the Southern section. • High vehicle traffic on all direct route options. • Limited crossing locations over the M5 motorway, through industrial areas and railway line.	• Links Chullora to the Bankstown CBD, and further connection into Padstow. • Priority in Connective City 2036. • Priority in Bankstown CBD and Bankstown Airport Place Strategy. • Will complement Bankstown Complete Streets by providing connections into the Bankstown CBD. • Intersects with east-west routes along the M5 corridor and into the Metro line. • Connection to Lidcombe and M4 cycleway through Cumberland Council network and Sutherland Council network.

Route 4- Bankstown to Greenacre

This route is a radial link providing accessibility from the residential area of Greenacre to the Bankstown CBD. Multiple cul-de-sac streets in Greenacre result in limited permeability of street blocks. This means the route has to follow main roads, however, the general alignment of the corridor cuts diagonally across the street blocks.

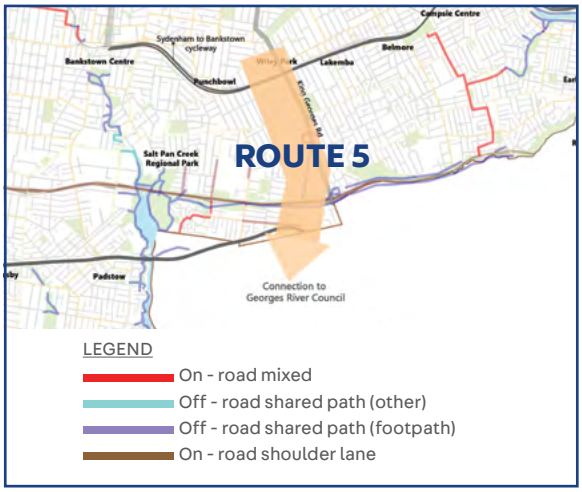
The route will address a gap in cycling facilities across Greenacre and could provide an opportunity to connect to the regional Cooks River cycleway and Chullora marketplace.



Key Considerations	Strategic Importance
• Sections of this route are already provided with off-road shared paths and on road mixed traffic. • Limited crossing locations over the M5 motorway, through industrial areas and railway line.	• Links Sefton, Birrong, Yagoona, Bankstown and Padstow (addresses identified gap in infrastructure in this area) town centres. • Will complement Bankstown Complete Streets by providing connections into the Bankstown CBD. • Intersects with east-west routes along the M5 corridor and the Metro line. • Connection to Parramatta through Cumberland Council network. • Connection to Sutherland Council network.

Route 5- Wiley Park to Narwee

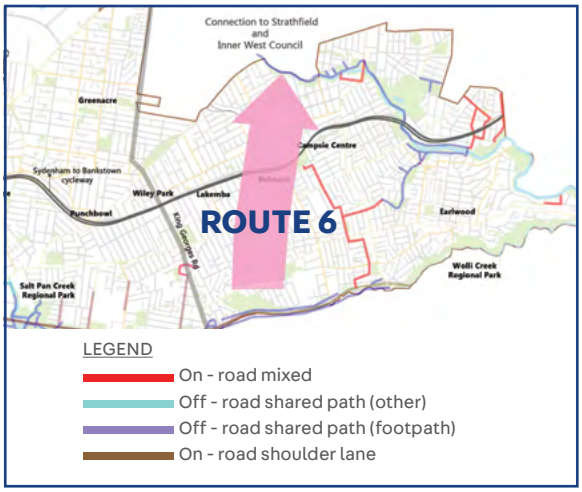
This route is a short north-south connection between the two major east-west routes. It plays a role in improving the overall connectivity of the City and improves connectivity to Roselands shopping centre and the aquatic centre.



Key Considerations	Strategic Importance
• Street network provides potential for a direct route.	• Links Wiley Park and Narwee town centres via Roselands Shopping Centre. • Will provide a connecting route between the east-west routes along the Metro line and M5 Motorway.

Route 6- Kingsgrove to Belfield

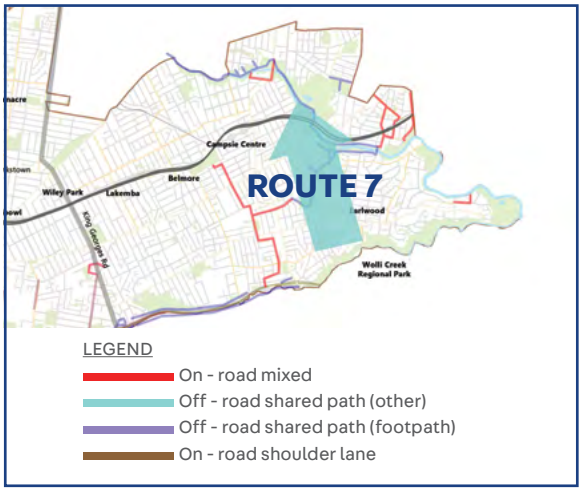
This route is a short north-south connection between the two major east-west routes. It is located further east than Route 5 so as to serve the Belmore town centre, local streets in Belfield and to cut through the Kingsgrove industrial area through to the Kingsgrove town centre, an area designated as the Eastern Lifestyle Precinct in the Local Strategic Planning Statement. Extending north beyond Route 8, Route 6 also provides a link to the Cooks River cycleway.



Key Considerations	Strategic Importance
• Street network provides potential for a direct route.	• Links Belmore and Kingsgrove town centres. • Will provide a connecting route between the east-west routes along the Metro line and M5 Motorway. • Connection to Belmore Stadium. • Provides connection to Cooks River cycleway. • Eastern Lifestyle Precinct in Connective City 2036.

Route 7- Earlwood to Croydon Park

This is another north-south link serving a function similar to Route 5 and Route 6. From Croydon Park to Earlwood, the primary utility of this route is its connection to the east-west Route 8, Cooks River cycleway, nearby strategic centre Burwood, as well as the accessibility it fosters for cyclists going to Campsie, a designated strategic centre by the Greater Sydney Commission. At present, there are no formalised cycling facilities in or immediately surrounding the Campsie town centre. Considering its economic significance for the City of Canterbury Bankstown, it is essential that Campsie is served by both an east-west route (Route 8) and a north-south route (Route 7).



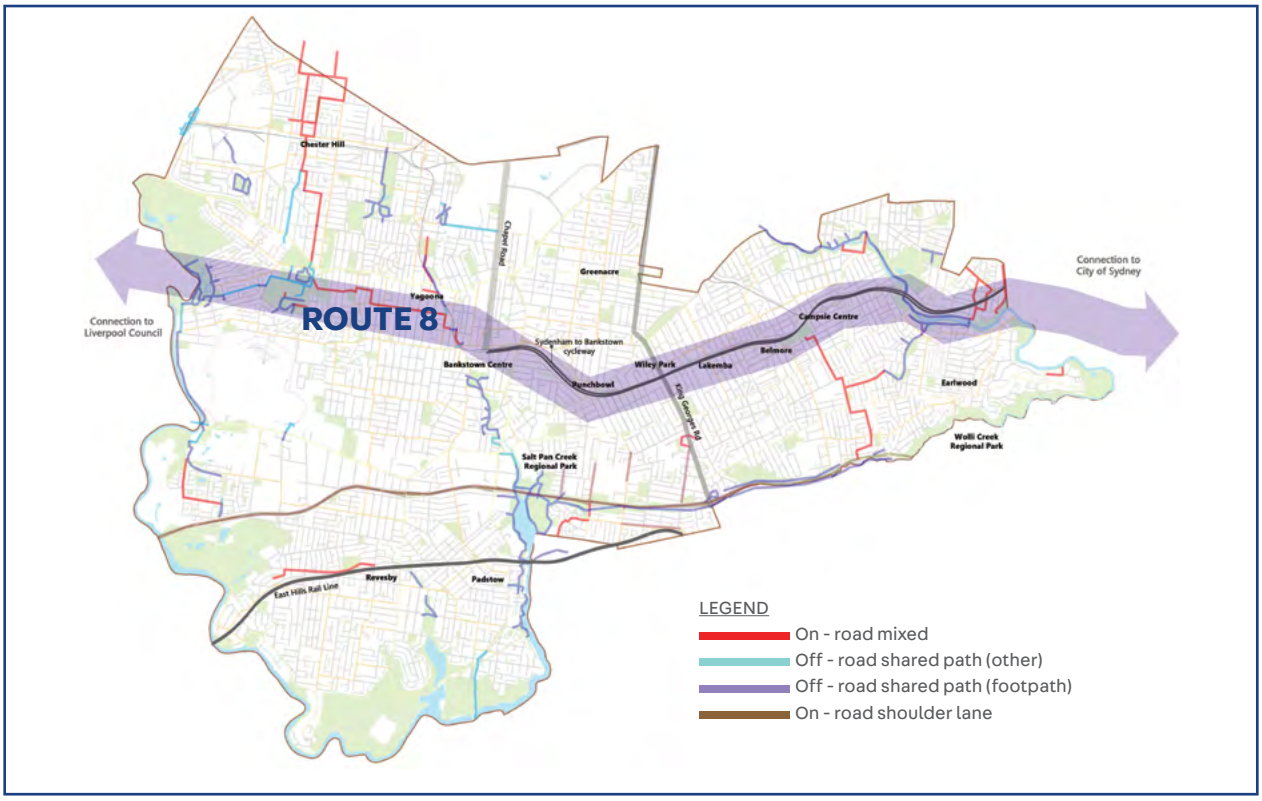
Key Considerations	Strategic Importance
• Street network provides potential for a direct route. • Limited existing cycle facilities in the area. • Limited crossing locations at Canterbury Road.	• Links Bexley North/ Bardwell Park with Campsie Town Centre. • Will provide a connecting route between the east-west routes along the Metro line and M5 Motorway. • Opportunity to extend to connect to Burwood. • Provides connection to Cooks River cycleway.

Route 8- Georges Hall to Hurlstone Park

One of two east-west route corridors in the LGA, Route 8 stretches from Georges Hall in the west to Hurlstone Park in the east. Formal cycling facilities already exist through part of the alignment in the west, but are lacking to the east of Bankstown. The opportunity to access land and provide infrastructure within the existing rail corridor as part of the Southwest Metro project will provide space to deliver a route with substantial off-road facilities in a highly urbanised environment. From a regional perspective, Route 8 connects to the Georges River Cycleway in the west to the Cooks River Cycleway in the east, and the proposed extension of the GreenWay. A number of the other routes proposed in the Action Plan act as supporting routes connecting into this corridor.

Transformational Infrastructure Opportunity

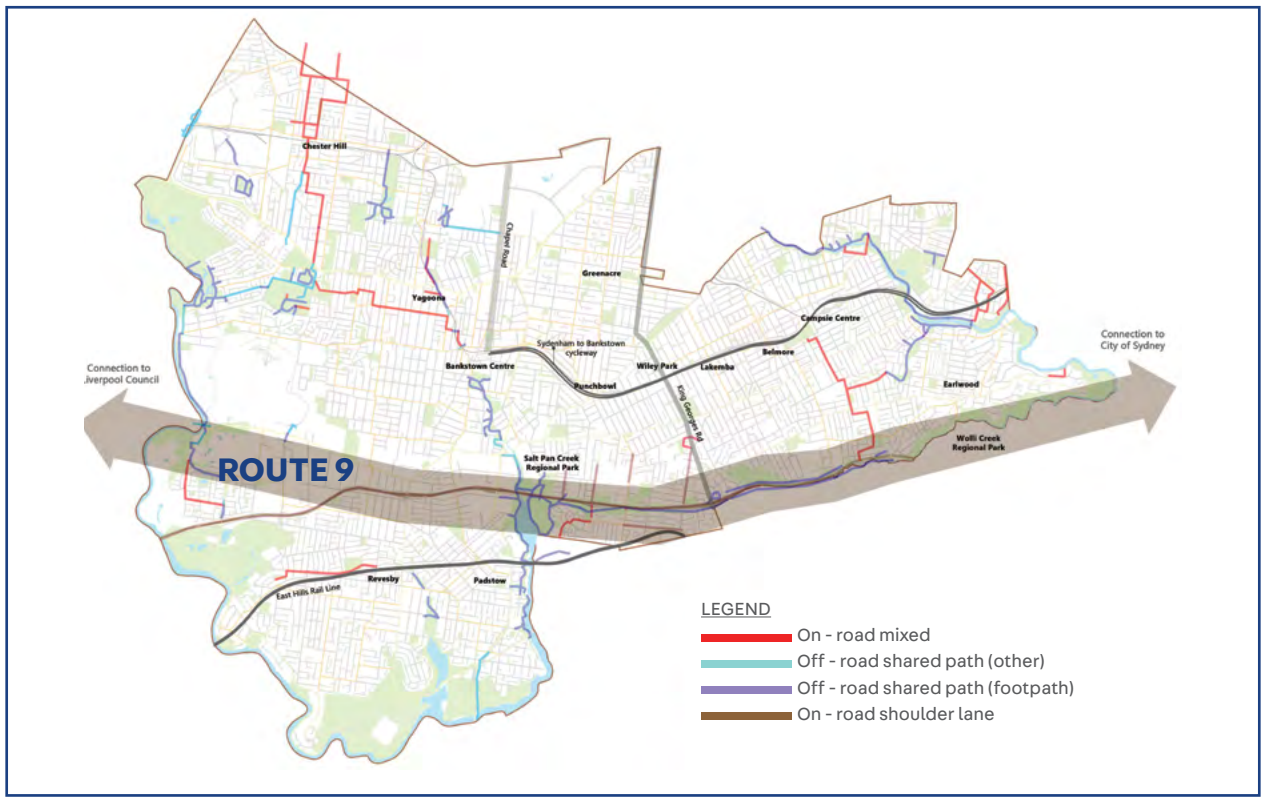
Delivery of an active transport corridor in conjunction with the Southwest Metro represents the single biggest opportunity to change travel behaviour in our LGA, providing residents with the option to ride, walk or catch public transport across the City.



Key Considerations	Strategic Importance
• Opportunity for part of route to be delivered within rail corridor. Street network parallel to rail corridor provides potential for direct route. • Existing facilities in western part of route.	• Links Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl, Bankstown CBD and Georges Hall town centres, an east-west route across the entire LGA. • Green Grid corridor. • Priority in Connective City 2036. • Priority in Bankstown CBD and Bankstown Airport Place Strategy. • Will complement Bankstown Complete Streets by providing connections into the Bankstown CBD. • Will complement Sydenham to Bankstown Walking and Cycling Strategy. • Connects to Greenway and Inner West Council network. • Connects to Cooks River cycleway. • Connects to Liverpool City cycle network.

Route 9- Milperra to Earlwood

Route 9 is a major east-west route from Milperra to Earlwood. In the west, the route connects to the Georges River Cycleway and Liverpool City's proposed Moorebank route at Newbridge Road. To the east, Route 9 links to the Cooks River Cycleway and a network of off-road cycling facilities heading towards the Sydney CBD. Additionally, Route 9 intersects Routes 1, 2, 3, 5, 6 and 7, making it a critical part of the entire LGA cycling network.



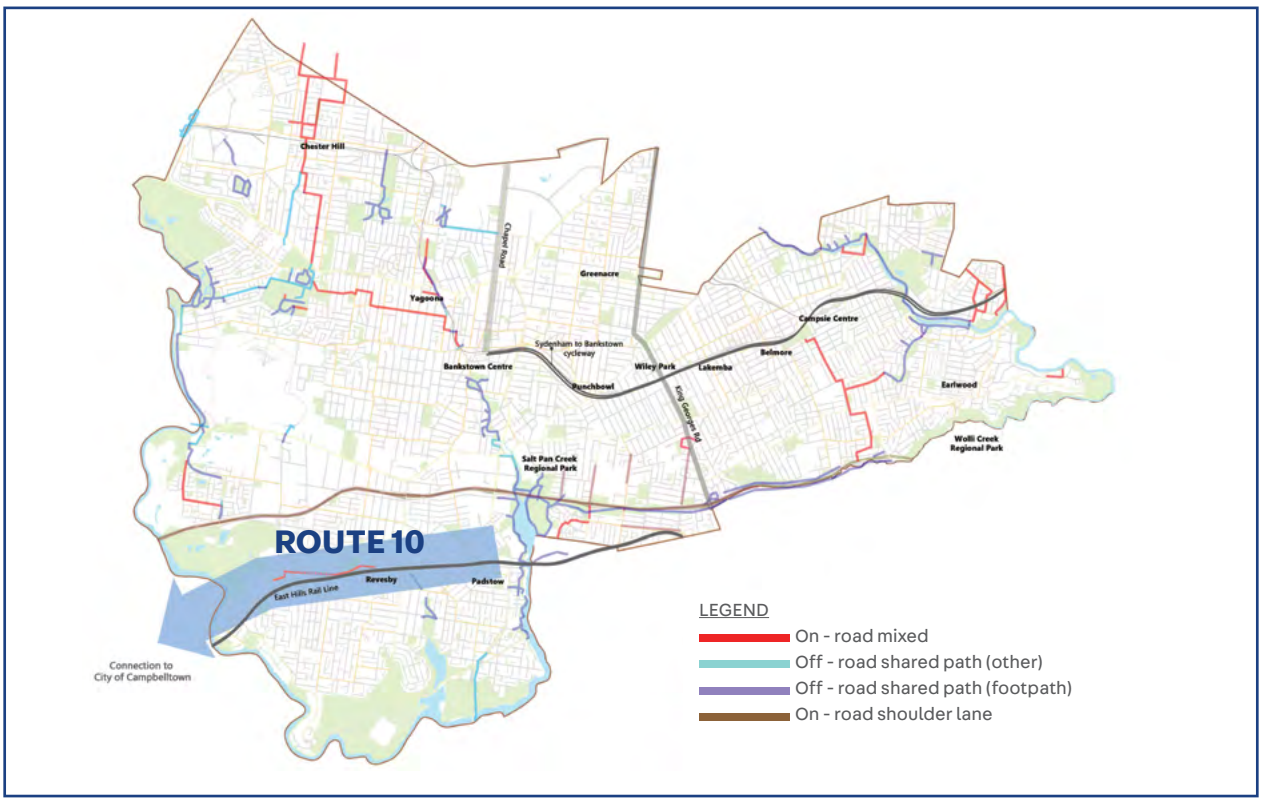
Key Considerations	Strategic Importance
• Existing off-road facilities along the route. • High heavy vehicle traffic volumes through industrial areas in the western section of the route. • Topography difficult for cyclists in the eastern section of the route.	• Improves active transport access through key industrial employment areas and links Riverwood, Narwee, Beverly Hills, Kingsgrove, Bexley North, Bardwell Park town centres, while also providing an east-west route across the entire LGA. • Green Grid corridor. • Priority in Bankstown CBD and Bankstown Airport Place Strategy. • Connects to Georges River cycleway. • Connects to Cooks River cycleway. • Connects to Inner West and Bayside networks. • Connects to Liverpool City cycle network.

Route 10- Padstow to East Hills

This is an east-west route adjacent to the East Hills railway line. This plays an important role in not only serving the local centres at East Hills, Panania, Revesby and Padstow, but improving access to the express train station at Revesby. Intersecting with Routes 1, 2 and 3, this route will enable residents more convenient and direct travel north, south, east or west.

Transformational Infrastructure Opportunity

The current East Hills pedestrian footbridge was built by the Federal Government in 2004, with ownership responsibility handed over to Liverpool City Council and Canterbury-Bankstown Council. The Councils are currently reviewing the maintenance responsibilities with a view to rectifying existing structural deficiencies to continue to provide access for both cyclists and pedestrians across the Georges River.



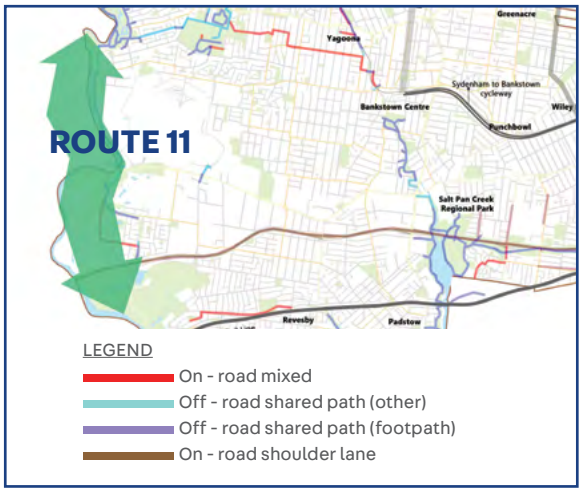
Key Considerations	Strategic Importance
• Existing off-road facilities along the route. • High heavy vehicle traffic volumes through industrial areas in the western section of the route. • Topography difficult for cyclists in the eastern section of the route.	• Links East Hills, Panania, Revesby and Padstow town centres. • Green Grid corridor. • Connects to Georges River cycleway. • Connects to Liverpool City cycle network.

Route 11- Georges River Cycleway

The Georges River cycleway is a north-south route that skirts the western boundary of the LGA along the path of the River. The existing infrastructure largely functions as a recreational route but has the opportunity to support access to East Hills train station and Bankstown Airport as an employment precinct. It runs through the suburbs of East Hills, Milperra and Georges Hall and provides connections to Deepwater Park and Kelso Parklands, Lake Gillawarna and Mirambeena Regional Park, while supporting access to regional sporting facilities and Bankstown Airport. The route also runs in between two upcoming large residential development sites in Milperra. At the northern point of the route cyclists can connect into the Fairfield City Council cycle network with options to ride to Prospect Reservoir or Parramatta.

Transformational Infrastructure Opportunity

- Provision of a bridge across the Georges River at Garrison Point, Georges Hall, would provide a direct cycling link between the Bankstown and Liverpool CBD's.
- The development of the Riverlands site at Milperra provides an opportunity to increase provision of walking and cycling infrastructure along the River foreshore.



Key Considerations	Strategic Importance
• Existing off-road facilities along the route. • Opportunities to improve connectivity across the River.	• Priority in CBCity 2028 and Connective City 2036. • Green Grid corridor. • Complements in Bankstown CBD and Bankstown Airport Place Strategy. • Connects to Liverpool and Fairfield City cycle network. • Key part of network in the potential Georges River Cycleway (East Hills to Parramatta) under investigation by TfNSW.

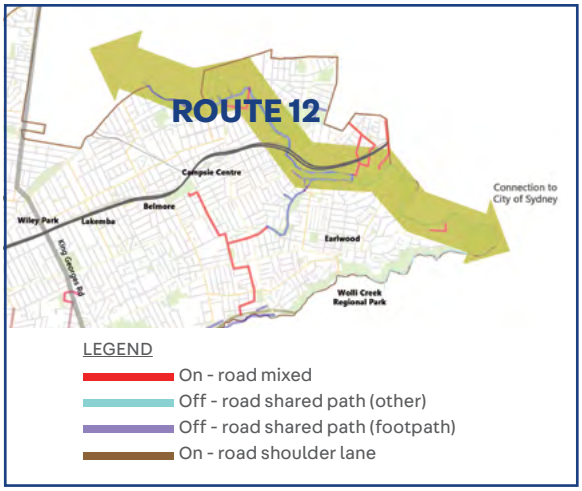
Route 12- Cooks River Cycleway

The Cooks River Pathway is one of the oldest shared pedestrian and bicycle paths in Sydney. It is a largely off-road facility that runs from Homebush Bay in the west to Botany Bay in the east which follows the course of the Cooks River along much of the eastern boundary of the LGA. The existing infrastructure currently functions as a recreational route but has the opportunity to support higher levels of Sydney wide commuting traffic as part of the Principle Bike Network. The current infrastructure has a number of issues, such as;

- Conflicts between different user groups; cyclists, pedestrians, joggers, and dog-walkers.
- A limited number of road and rail crossing points, many of which are sub-standard and unsuitable for current usage patterns.
- Many of the existing road and rail bridges provide inadequate hydraulic flow capacity, which limits opportunities to use the existing bridge structures over the River.

Transformational Infrastructure Opportunity

- Improving the River, road and rail crossing points will significantly increase access for residents to the Inner West and the Greenway, whilst also improving the rider experience. Locations identified include;
  - Construction of a parallel bridge to Unwin's bridge, Earlwood.
  - Construction of a railway underpass Broughton St, Canterbury.
  - Replacement of the Charles Street bridge over the River at Canterbury.
  - Construction of an underpass at Wardell Road, Earlwood.
- Pilot lighting sections of the Cooks River pathway, particularly around the Canterbury Town Centre.



Key Considerations	Strategic Importance
• Existing off-road facilities along the route. • Opportunities to improve connectivity across the River.	• Priority in CBCity 2028 and Connective City 2036. • Green Grid corridor. • Complements in Bankstown CBD and Bankstown Airport Place Strategy. • Connects to Strathfield, Inner West and Bayside cycle network. Forms part of the larger Bay to Bay and Two Valley Trail routes.