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## Changes between Draft and Final Cumberland Walking and Cycling Strategy Documents:

These are the differences that we can make out between the Draft and Final Cumberland Walking and Cycling Strategies. Some of them are due to both face-to-face and written feedback provided during the consultation phase/

1. Providing a number of higher resolution (clearer) diagrams.
2. Document Page 18: Renaming one of the headings from 'Walking and Cycling Initiatives' to 'Walking and Cycling Initiatives Currently Underway', and additionally insert dot point 2:

### **Draft:**

#### **Walking and Cycling Initiatives**

Council is progressing with a number of initiatives to support walking and cycling in Cumberland, including

- Upgrades to town centres, including better paths, bicycle lanes and supporting infrastructure;
- Progressing strategic masterplans for the Duck River Parklands and Prospect Pipeline Corridor, which include walking and cycling connections;
- Planning and design work for the Pippita Rail Trail, supporting improved walking and cycling access between Lidcombe and Sydney Olympic Park;
- A Pedestrian Access and Mobility Plan, which provides a framework to improve infrastructure for pedestrians in Cumberland; and
- A bus stop audit, which identifies targeted improvements to infrastructure to support better access to public transport.

### **Final:**

#### **Walking and Cycling Initiatives Currently Underway**

Council is currently progressing a number of initiatives and projects to support walking and cycling in Cumberland, including:

- Upgrades to town centres, including better paths, bicycle lanes and supporting infrastructure.
- Public Domain Plans which provide guidance on infrastructure and design in local centres and key corridors.
- Progressing strategic masterplans for the Duck River Parklands and Prospect Pipeline Corridor, which include walking and cycling connections.
- Planning and design work for the Pippita Rail Trail, supporting improved walking and cycling access between Lidcombe and Sydney Olympic Park.
- A Pedestrian Access and Mobility Plan, which provides a framework to improve infrastructure for pedestrians in Cumberland.
- A bus stop audit, which identifies targeted improvements to infrastructure to support better access to public transport.

3. The following additional points were included in page 6 under the heading of ‘What we heard’:
  - Ensure the proposed walking and cycling network integrates with the walking and cycling networks of adjoining local government areas.
  - End of trip facilities and connection with public transport should be provided.
  - Public bike storage and bike repair stations should be provided.
  
4. Corridors (Pages 28-33 of both documents):
  - The total count of corridors remains the same at 18, but there have been a couple of changes.
  - The Toongabbie to Westmead Rail Trail has been added as Corridor 5. Note that only the section between Bridge Rd Westmead and the end of Bailey St are in the Cumberland LGA. The remainder is in the Parramatta LGA.
  - From the draft document, Corridor 15 (Lidcombe to Duck River) has been combined with Corridor 16 (Guildford to Duck River) to form the new Corridor 16 (Lidcombe to Guildford via Duck River).
  - As a consequence of the above two points, Corridors 5 through 14 from the draft document have been re-numbered as 6 through 15 in the final document.
  - Corridor 2 has been shortened slightly. Instead of Clyde to Regents Park via Duck River it is now Clyde to Prospect Pipeline via Duck River. This makes sense as the Prospect Pipeline proceeds to Regents Park, probably along the same or a similar route to what the original Corridor 2 would have used.
  - The Prospect Pipeline Corridor route (Corridor 6 in draft document and 7 in the final document) has been extended to the east from Regents Park to the eastern border of the LGA, between Rookwood Cemetery and Strathfield Golf Course. This was one of the CAMWEST additional route suggestions.
  - Corridor 18 has been extended to the east from Fairfield Rd to Fairfield. Part of this corridor (including this extension) is in the Fairfield LGA. This is an existing route which is now shown as joining with the Parramatta to Glenfield Rail Trail.
  
5. Some existing paths in surrounding LGAs have been ‘sketched in’ to the Corridor map, but not all.
  
6. Page 28: The following table which appeared in the draft document has been removed from the final document. There is now no attempt to define existing, partially completed or new corridors. Note that CAMWEST questioned a number of these definitions in the draft document.

## Staged approach for implementation

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Three existing corridors (5, 8 and 18)

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Eight corridors partially completed (3, 4, 6, 7, 9, 14, 15 and 16)

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Seven new corridors identified (1, 2, 10, 11, 12, 13, and 17)

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7. On page 35 of each document, the Monitoring and Strategy Table has been updated, with two new entries in the ‘Monitor’ column and a reworking/expansion of all items in the ‘Measurement and Benchmarks’ Column:

**Draft:**

<b>Monitor</b>	<b>Measure</b>	<b>Outcome</b>
Changes made to Council strategies, policies and plans to reflect walking and cycling considerations.	Pedestrian and bicycle related crashes.	A more pleasant experience for pedestrians and cyclists.
Community initiatives and programs related to walking and cycling.	Pedestrian and bicycle counts.	Reduced pedestrian and cyclist involved crashes.
Walking and cycling infrastructure projects.	Community survey.	Perceptions of safety are improved.
Grant funding opportunities and applications.	Staff travel survey.	A connected walking and cycling network.
	The number of walking and cycling infrastructure projects.	People from all backgrounds feel included and able to access needs without a car.
		The community are more knowledgeable about the benefits of walking and cycling.

**Final:**

<b>Monitor</b>	<b>Measurements and Benchmarks</b>	<b>Outcome</b>
Changes made to Council strategies, policies and plans to reflect walking and cycling considerations.	Pedestrian and bicycle related crashes are reduced by at least 20% on existing levels over the 5 year period after endorsement of the strategy.	A more pleasant experience for pedestrians and cyclists.
Community initiatives and programs related to walking and cycling.	Pedestrian and bicycle use is up 10% on existing levels over the 5 year period after the endorsement of the Strategy	Reduced pedestrian and cyclist involved crashes.
Walking and cycling infrastructure projects.	A community survey is undertaken 5 to 7 years after the endorsement of the Strategy to determine any changes in walking and cycling habits	Perceptions of safety are improved.
Grant funding opportunities and applications.	A staff travel survey is undertaken 5 to 7 years after the endorsement of the Strategy to determine any changes in walking and cycling habits.	A connected walking and cycling network.
Pedestrian and cyclist activity.		People from all backgrounds feel included and able to access needs without a car.
Resident, worker and visitor satisfaction.	At least 1 Active Transport Project is in Progress per calendar year.	The community are more knowledgeable about the benefits of walking and cycling.