
Service and Operational Matters - 27 April 2021

ITEM 8.1 Adoption of the Active Transport Action Plan

AUTHOR City Future

PURPOSE AND BACKGROUND

The purpose of this report is to provide a summary of the feedback received on the draft Active Transport Action Plan (the Plan), outline updates proposed for the Plan based on community feedback, and to present the updated Plan for adoption and implementation.

ISSUE

The Canterbury-Bankstown Active Transport Action Plan is the first strategic plan focused on walking and cycling for the City. The 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. The document will guide the actions and strategic priorities for active transport over the next 10 years.

The draft version of the document was placed on public exhibition from 9 December 2020 to 1 March 2021 to seek further feedback from the community and stakeholders. Following the exhibition period, the submissions have been considered and an updated Plan is presented for adoption.

RECOMMENDATION

That Council adopt the Active Transport Action Plan (Attachment A) and consider the actions as part of future operational plans.

ATTACHMENTS [Click here for attachment\(s\)](#)

- A. Active Transport Action Plan
- B. Submission Table

POLICY IMPACT

The Active Transport Action Plan supports the aspirations of the Community Strategic Plan and contributes to the Moving and Integrated destination. The Plan supersedes the former Canterbury Council Bike Plan and represents an aligned approach to walking and cycling infrastructure for the City of Canterbury Bankstown.

FINANCIAL IMPACT

The actions outlined in the Plan represent a significant investment into walking and cycling infrastructure across the City. There is no immediate financial impact as a result of the report however priority actions should be considered in the preparation of future delivery programs and operational planning budgets. Section 7.11 contributions, grants and delivery partnerships will also be utilised to deliver on actions outlined in the Plan.

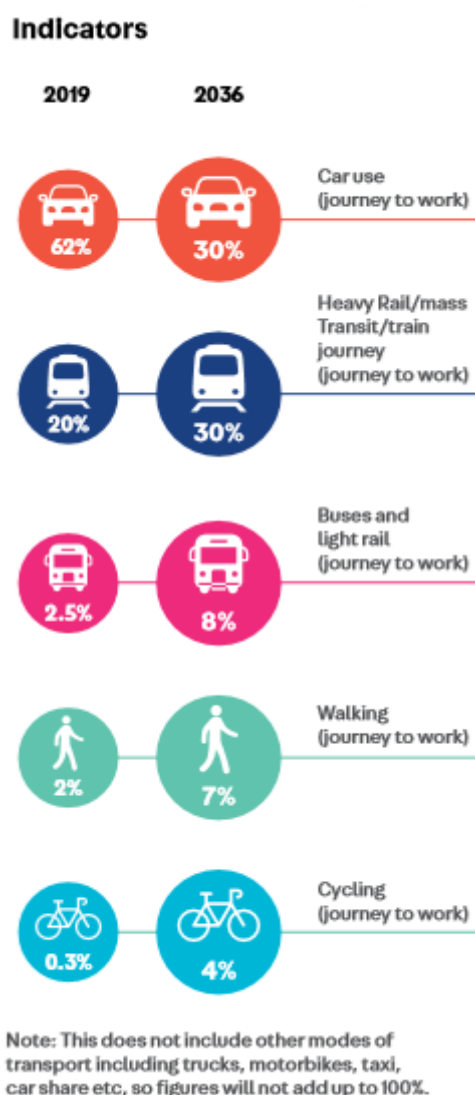
COMMUNITY IMPACT

Council has received an increasing number of requests about the provision of walkways and cycleways as our residents adapted to new ways of living, working and moving about during the COVID-19 pandemic. The Active Transport Action Plan identifies the priority infrastructure projects that are considered to have the biggest potential to improve the walkability and cyclability of our City through focusing on areas that connect people, transport and places.

DETAILED INFORMATION

The City of Canterbury Bankstown is covered by a network of over 908 kilometres of roads. Historical 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 mode shift across the City, through an increase in the number of people using not only public transport, but also active transport as their preferred mode of travel.

In December 2019, Council adopted Connective City 2036, the Local Strategic Planning Statement which acts as 20-year plan to guide Canterbury-Bankstown's renewal and growth, in order to accommodate a population of 500,000 residents and 165,000 workers and visitors by 2036. Based on current travel patterns and the new infrastructure proposed across the City, Council established the mode shift targets outlined below;



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, particularly with the western side of the City lacking in appropriate infrastructure.

Public exhibition process

The draft version of the Active Transport Action Plan (the Plan) was placed on public exhibition from 9 December 2020 to 1 March 2021 to seek further feedback from the community and stakeholders.

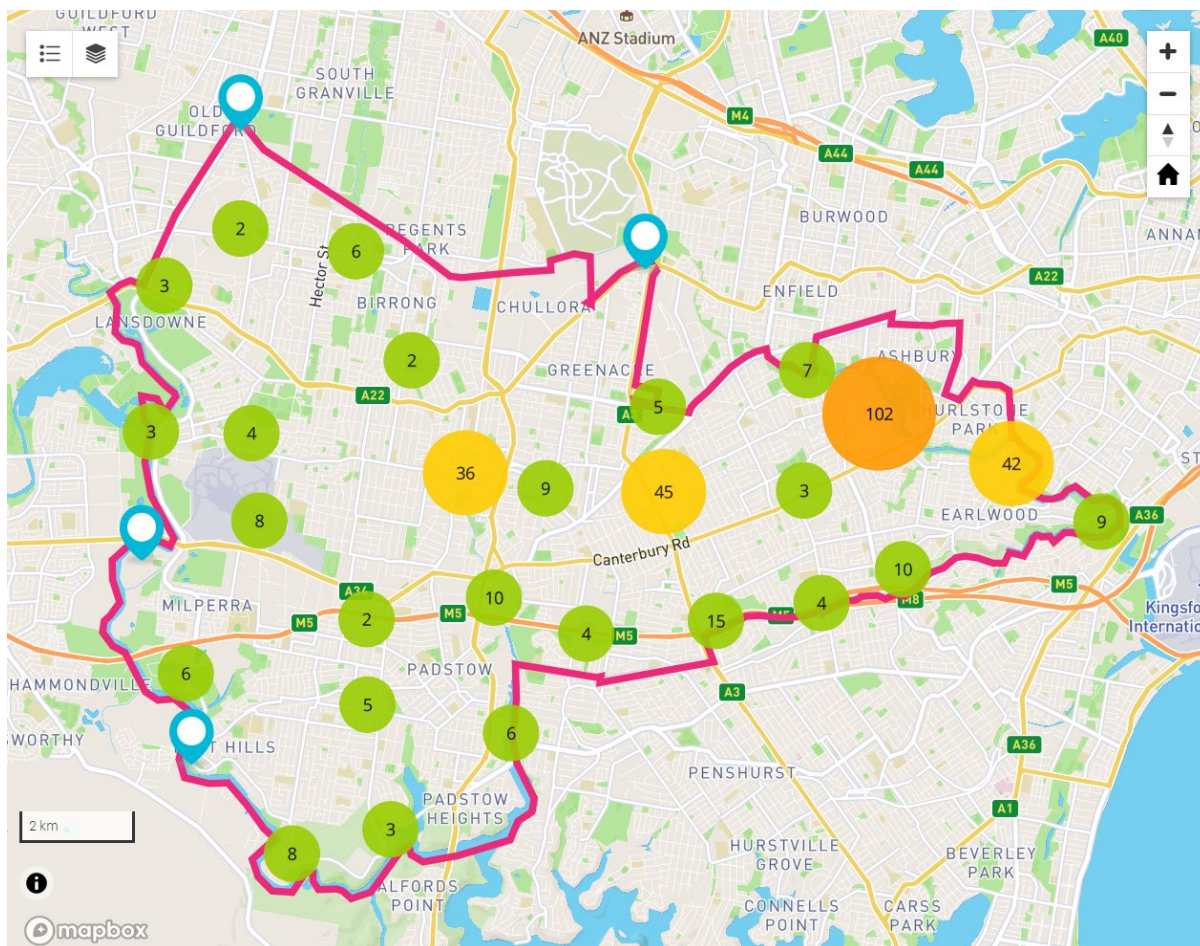
As part of this process, a number of tools were used to engage with stakeholders including Council's "Have Your Say" (HYS) page, social pinpoint tools, Facebook and social media. The public exhibition of the draft Plan was advertised in the Council News section of local papers and on Council's social media platforms. Following the exhibition period, the submissions have been considered and an updated Plan is presented for adoption.

Summary of public submissions

The community engagement activities primarily focused on digital engagement methods due to the impact of the pandemic. The HYS page allowed respondents to provide formal submissions with their comments or to put pointers on a map indicating things they love and areas that could be improved. Respondents were also able to provide direct submissions to Council via email.

- The HYS page was viewed by 1,280 people over the course of the exhibition period.
- There were 37 formal submissions received through the HYS platform. Of these submissions, 97% supported or partially supported the Plan with some respondents believing Council should be more ambitious with their active transport targets.
- A total of 365 social pinpoint submissions were made from 39 contributors on the HYS platform (see below map). Approximately 27% of these comments related to Route 12, the Cooks River shared path, and 25% related to Route 8 which proposes a shared path connection along the Metro line.
- There were 18 direct submissions made via email or letter to Council.
- In addition to the formal submission pathways, a resident established a good.do petition in support of the Active Transport Action Plan through which 45 emails of support were received.

The social pinpoint tool allowed respondents to identify directly on a map of the local government area where they saw issues or opportunities to improve active transport and to highlight infrastructure or areas they love. The information provided by the community identified current deficiencies or problems with infrastructure that could be addressed in the short term, broader issues that need to be considered such as wayfinding across the LGA, and detailed analysis of the proposed routes with a number of contributors providing street by street analysis of how routes could be delivered. The breadth and depth of submissions was significant, and reflected a holistic approach to improving opportunities for walking and cycling across the City. In addition to pathway and road improvements, contributors also provided submissions that identified areas where improved tree canopy or space activation through increased amenity would improve user experience.



The key themes that emerged from submissions were:

- High levels of support for infrastructure that improves access to our green grid corridors, respondents highlighted the Cooks River, Salt Pan Creek, Mirambeena and Lambeth Reserve as areas they love to walk and cycle. Opportunities to improve connections to Georges River National Park, the Duck River and sections of the Cooks River were specifically noted.
- Respondents loved the new Lang Road bridge installed in Hurlstone Park.
- Respondents highlighted the need to improve the Cooks River connection under Canterbury Road. This project has already been designed and funded and is ready to construct in the coming months.
- Respondents supported maintaining the bush tracks throughout the LGA, specifically the sections of recreational bushwalking tracks within Salt Pan Creek and Wolli Creek rather than converting them to shared paths.

Even though community members were supportive of the Plan, many have raised concerns regarding the need for more general signage, wayfinding signage, clearer road markings, improved pedestrian crossings and refuges, wider footpaths, kerb ramps and road surface quality. Some submissions indicated support for the Plan but believed Council should be more ambitious and set higher targets and expectations for active transport across the City.

Council would like to acknowledge the detailed contributions received and thank the community for their support and high level of engagement with this project.

Further detail on each of the submissions can be found in Attachment B.

Amendments to the Plan

Council has the opportunity to make significant upgrades to walking and cycling infrastructure across the City. After considering the feedback received during the public exhibition, the Plan has been updated to:

- Clarification on Route 3 to ensure the bush track at Padstow Heights remains a recreational walking track, not a shared path with cycle access. An alternative cycle route will be investigated.
- Clarification on Route 9 to ensure the bush track through Wolli Creek remains a recreational walking track, not a shared path with cycle access. An alternative cycle route will be investigated.
- Mapping of existing infrastructure has been updated to reflect some errors identified during the exhibition process, for example a section of Salt Pan Creek was inaccurately shown as an existing shared path.

Conclusion

The high level of engagement with the draft Active Transport Action Plan during the community consultation process demonstrates community interest and support in active transport infrastructure. The priority works outlined in the Plan will be considered as part of future Operational Plans, and the detailed submissions on route opportunities will be incorporated into the design of each route.