



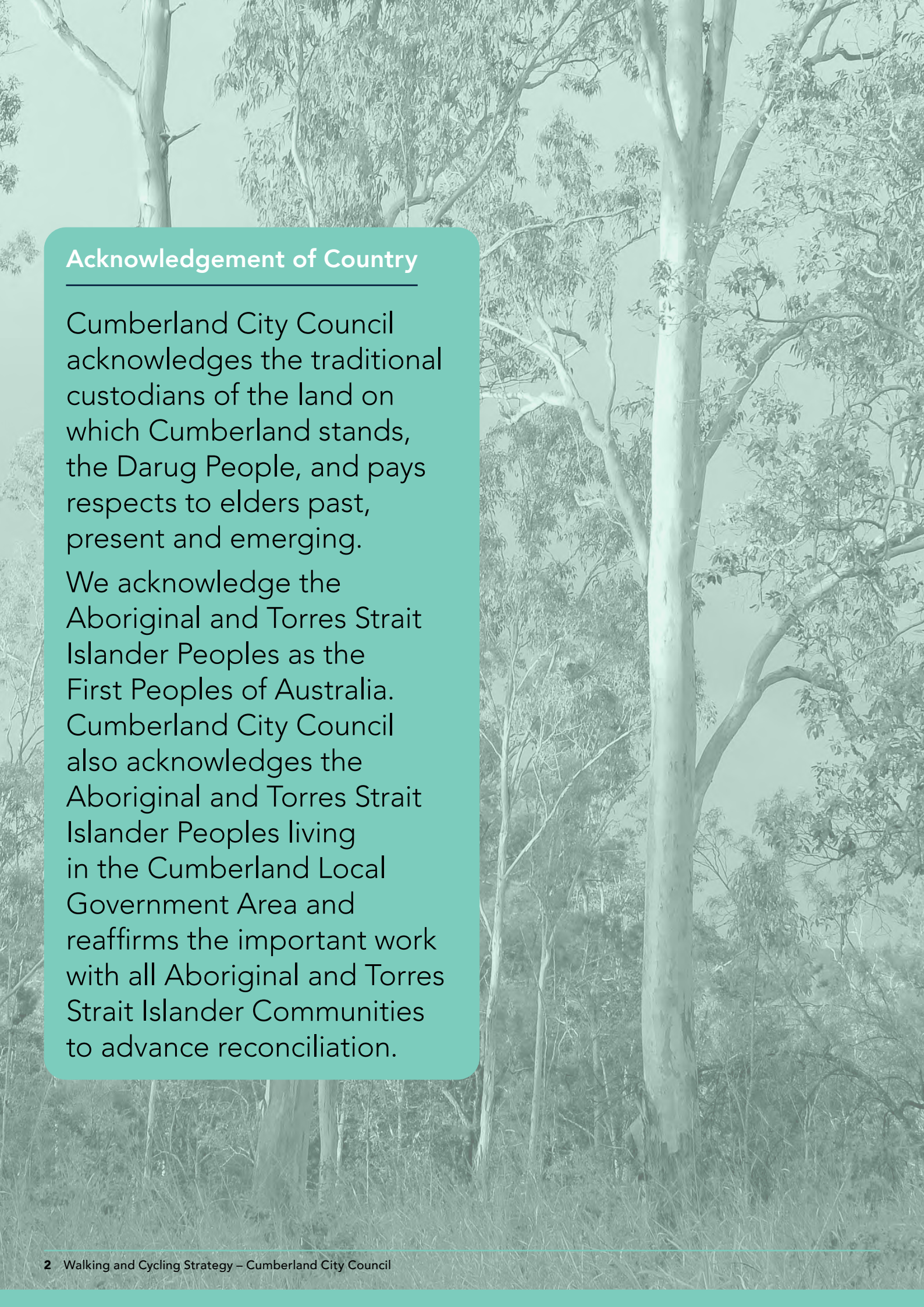
CUMBERLAND
CITY COUNCIL

Walking and Cycling Strategy

Cumberland City Council

2024





Acknowledgement of Country

Cumberland City Council acknowledges the traditional custodians of the land on which Cumberland stands, the Darug People, and pays respects to elders past, present and emerging.

We acknowledge the Aboriginal and Torres Strait Islander Peoples as the First Peoples of Australia. Cumberland City Council also acknowledges the Aboriginal and Torres Strait Islander Peoples living in the Cumberland Local Government Area and reaffirms the important work with all Aboriginal and Torres Strait Islander Communities to advance reconciliation.



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Introduction

The Cumberland Walking and Cycling Strategy provides a strategic framework to support walking and cycling (also known as active transport) as part of an integrated transport network. It also supports a place-based approach in making it easier to access public spaces, community facilities and local centres.

Vision

This vision is that Cumberland has a high quality, well-connected walking and cycling network that will enable and encourage residents and visitors to choose walking and cycling to access jobs, services and recreation.

Objectives

The objectives of the Walking and Cycling Strategy are to:

- Understand the walking and cycling needs of the diverse, multicultural community in Cumberland City through meaningful engagement.
- Promote an active community to provide positive health and well being outcomes.
- Ensure walking and cycling infrastructure is equitable and caters to the needs of all genders, ages, and abilities.
- Connect existing attractors in Cumberland with existing and new walking and cycling infrastructure.
- Connect existing and proposed walking and cycling corridors within Cumberland and with surrounding areas.
- Embrace emerging technology and incorporate innovation.

Development of the Strategy

Council undertook extensive activities in developing the Walking and Cycling Strategy, including:

- Undertaking a desktop review of relevant State Government and Council policies and strategies to understand requirements, priorities and objectives associated with the provision of walking and cycling infrastructure.
- Community engagement in the form of surveys, an interactive map for residents and visitors to provide comments on, workshops with State Government agencies, adjoining Local Government Areas and members of the public, to inform the draft Strategy.
- Audit and saddle surveys of existing and proposed walking and cycling corridors.
- Presentation and feedback sessions with internal Council stakeholders.





What We Heard

Cumberland City Council undertook early engagement and consultation on the draft strategy to inform the development of the Walking and Cycling Strategy, where we heard from our community about their concerns and ideas for walking and cycling.

Key findings from our engagement and consultation are:

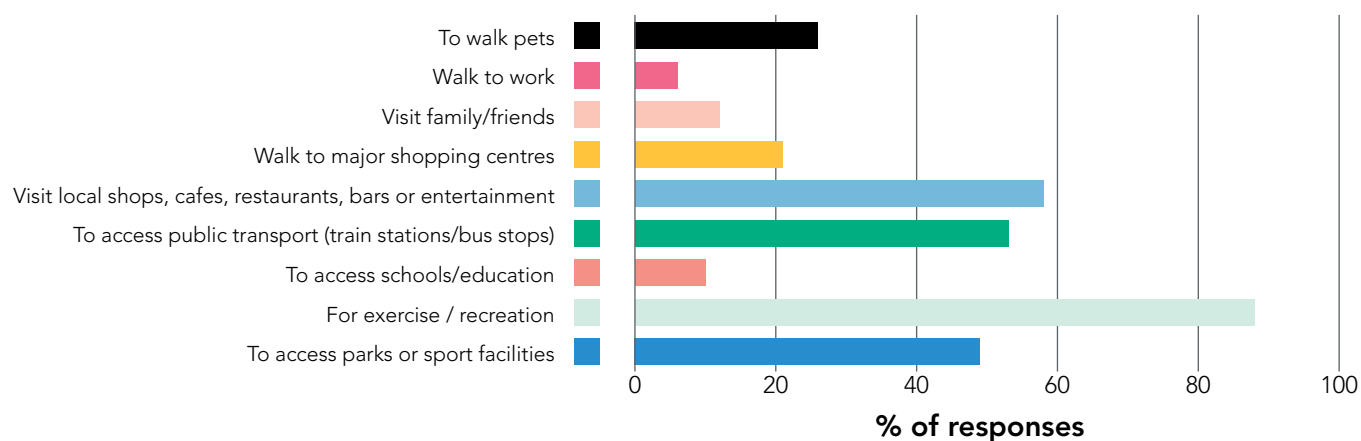
- There is a lack of interesting walking and cycling options in the Cumberland area.
- Many streets don't have footpaths or the paths that are there are unkept or broken. These are not suitable for those with prams or who are less mobile.
- Local streets are not a pleasant walking environment due to traffic, noise, fumes and poor paths.
- Safe and secure, free or low cost parking for bicycles at shops, parks and public transport hubs

should be provided.

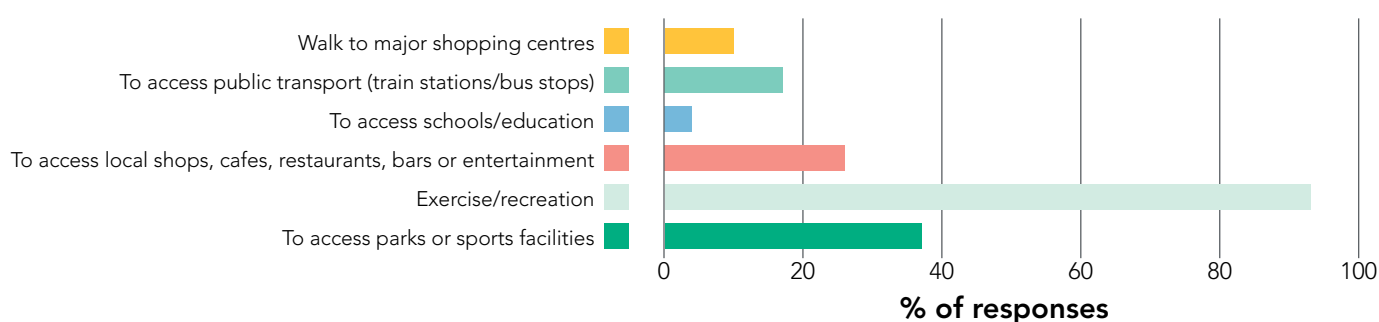
- More maps for the public indicating current paths available in the community should be provided.
- There is a lack of tree cover / shade.
- There is a lack of pedestrian / cycle connectivity.
- There are lots of new apartments being built but no walking and cycling facilities to go along with them. Children can't cycle safely on the road or in a park.
- The major concerns that impact the decision of a parent or guardian to allow children to engage with walking and cycling are an absence of street crossings and unsafe paths and roads.
- Parents and guardians would like to encourage children to walk and cycle by asking their child's school to take part in Walk Safely to School Day and Ride2School Day and by having safer conditions for children.
- 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.



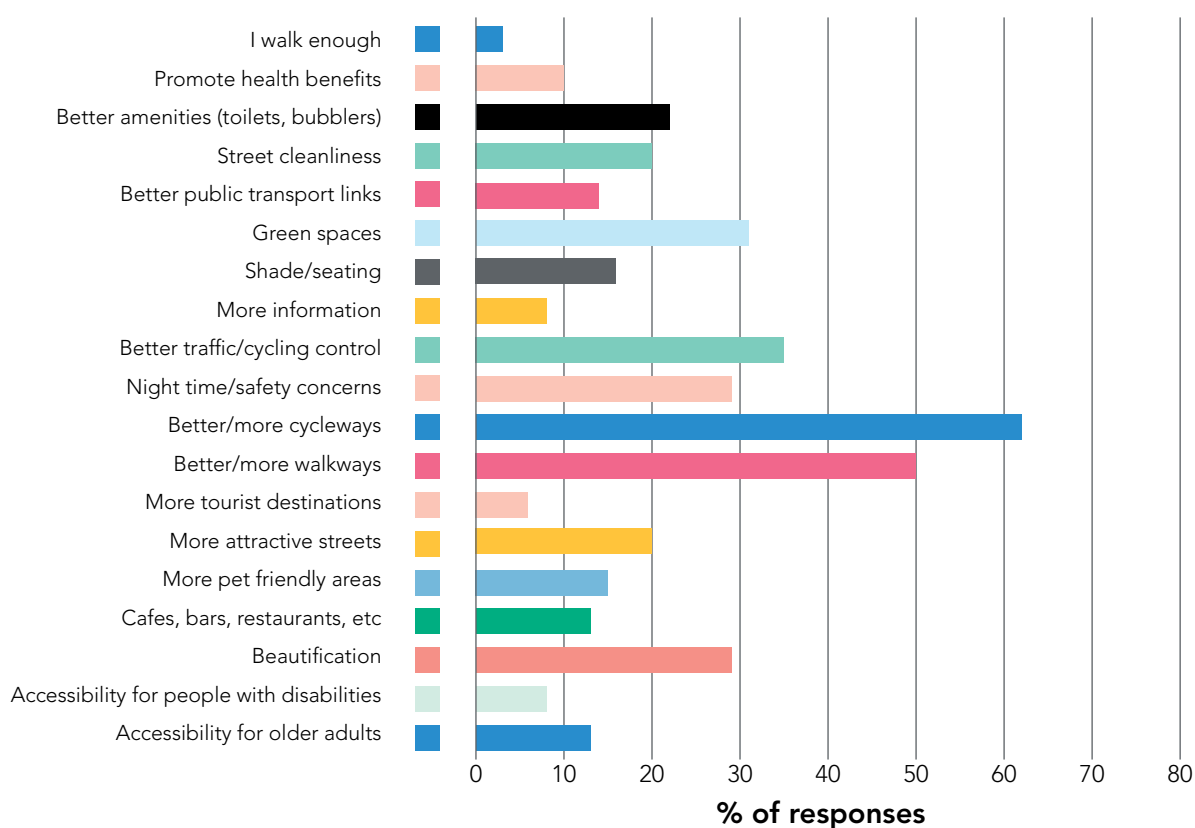
For what reasons do you walk? (Select all that apply)



Why do you ride a bike? (Select all that apply)



What could Cumberland City Council do to encourage you to walk and/or cycle more? Please select your top 3 answers.



Strategic Context

There are a range of regional, district and local strategies and plans to support walking and cycling in Cumberland and across Greater Sydney, which are outlined below.

State

Greater Sydney Region Plan

This Plan is built on a vision where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. It sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. It also informs district and local plans.

The plan identifies directions, objectives and strategies that encourage the development of walking and cycling infrastructure including prioritising opportunities for people to walk, cycle and use public transport, and providing walking and cycling links for transport as well as leisure and recreational trips.

Central City District Plan

This is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. The District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals, as well as community strategic plans and policies.

The plan identifies the Central City Green Grid Priorities which include the Duck River Open Space Corridor, Prospect Pipeline Corridor and Parramatta Road Corridor within Cumberland.

Future Transport Strategy

Future Transport Strategy sets out key actions to connect communities and encourage more people to choose active transport. Actions include delivering continuous and connected cycling networks, improving the safety and comfort of people walking and riding bikes by providing fit-for-purpose active transport infrastructure and appropriate road speeds, facilitating children's and young people's independent mobility by improving safe walking and bike riding options for travel to and from school, supporting multimodal journeys by integrating active and public transport, encouraging a shift to walking and cycling trips by delivering walking and cycling infrastructure to support mode shift, and supporting emerging technology choices such as e-bikes and other micro-mobility devices.

Active Transport Strategy

This Strategy sets out focus areas, ambitions, priorities and actions for active transport in NSW.

These include improving cycling access to centres, stations, key precincts, and major parks and gardens, providing safe and connected cycleways for people of all ages and abilities that can be used by all current and future forms of micromobility devices, and partnering with councils to improve consistent wayfinding information for walking and cycling across NSW.



Local

Cumberland 2030: Our Local Strategic Planning Statement

The Local Strategic Planning Statement plans for the Cumberland area's economic, social and environmental land use needs over the next 10 years and is aligned to the 20 year vision for Cumberland. It sets clear planning priorities and actions about what will be needed, such as jobs, homes, services and parks. These include advocating for improved transport options for Cumberland, supporting greater walking and cycling in the Cumberland area, including targeted investments to support access to centres, corridors and public transport services, connections of parks and cycle ways within the District and adjoining local government areas, advocating for improved transport options for Cumberland's vibrant centres to support walking, cycling and public transport access, and promoting and encourage walkability through a connected pedestrian network which includes safe and improved crossings, wayfinding signage, shade and seating.

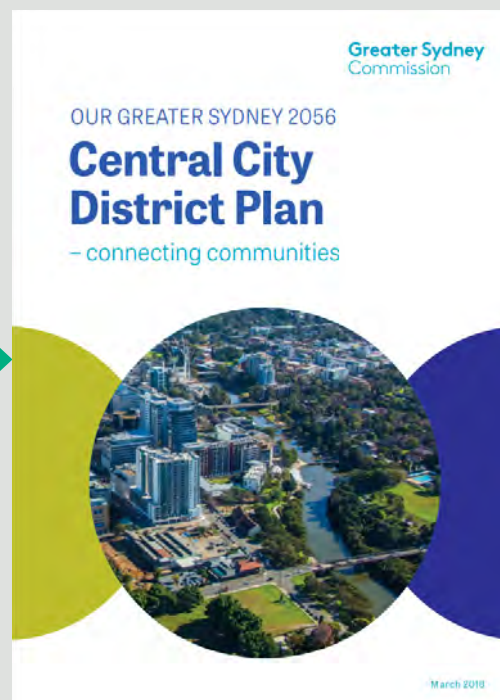
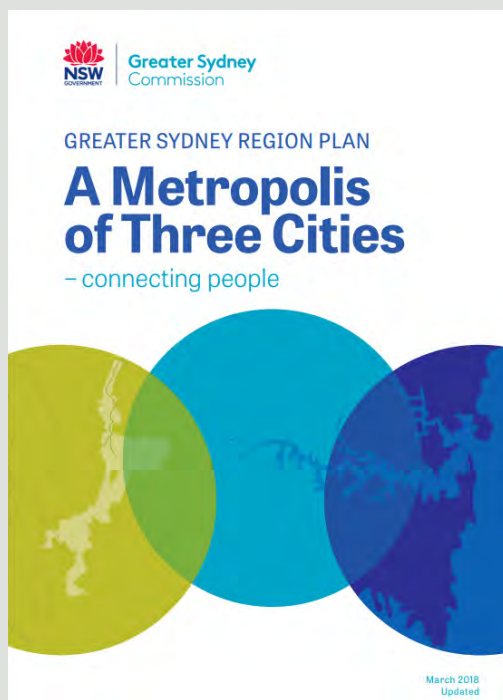
Cumberland Community Strategic Plan (CSP)

This Plan sets out the community's vision for the future, the strategies in place to achieve it, and how progress towards or away from the vision will be measured. It helps set the broad strategic direction for Council's operations which are aligned directly to the community vision through strategic goals and supporting activities contained in the plan. Relevant goals include supporting community health, safety and wellbeing, enhancing the natural and built environment, and delivering sustainable infrastructure and services.

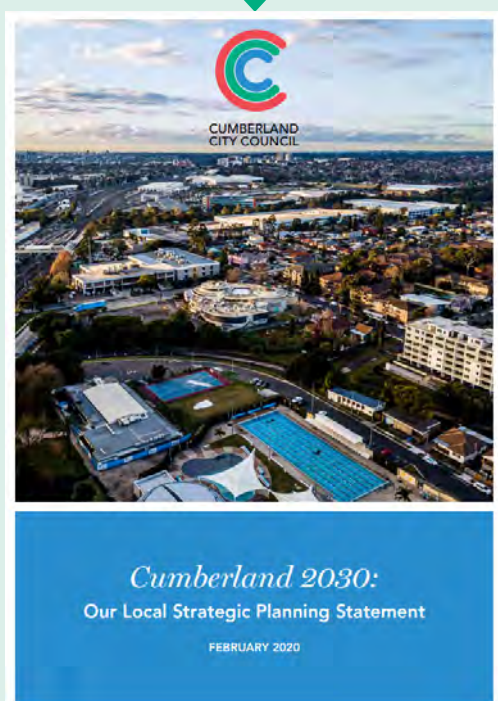
Cumberland Open Space and Recreation Strategy

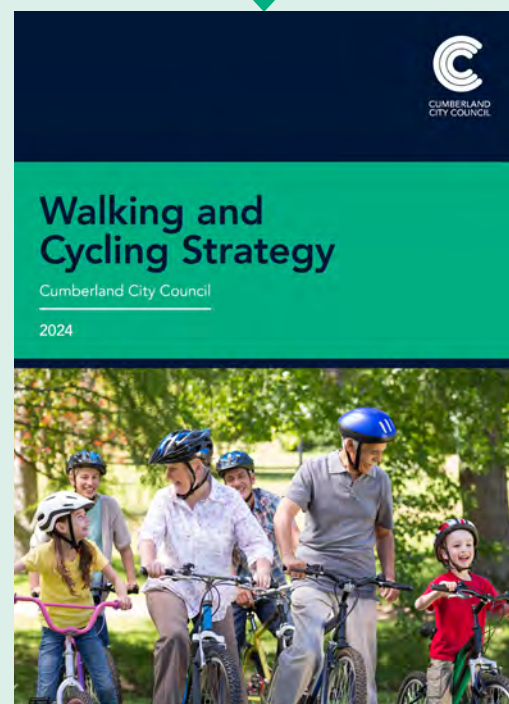
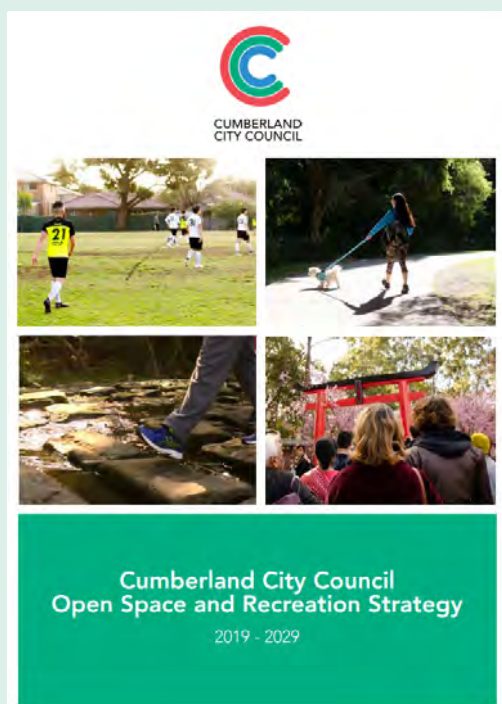
This Strategy provides Council with a ten year direction for open space, sport and recreation services and facilities and includes Strategic Directions and Actions. These include delivering new open space and new recreation facilities that meet the needs of our growing population, increasing the quality and capacity of existing open space and recreation facilities, and investigate opportunities to increase access to open space.

Regional and District Plans



Local Plans





Considerations for Walking and Cycling

There are a number of considerations for walking and cycling in Cumberland. These include the Cumberland community profile, walking and cycling profile, existing walking and cycling network, planning and design tools, and walking and cycling initiatives.

Community Profile

The community profile provides insight into the unique characteristics of the Cumberland Community which can impact the provision and take up of walking and cycling. These include:

- The current Cumberland population is over 236,000 and is forecast to increase to over 300,000 in 2036.
- There is a higher proportion of children and a young workforce when compared to Greater Sydney.
- Over a quarter of the local workforce live and work within Cumberland.
- Car Ownership levels are similar to those in Greater Sydney.
- Long term health conditions are better in Cumberland when compared to Greater Sydney.

Age

Service Age Group	Number	%	Greater Sydney %
Babies and pre-schoolers (0 to 4)	16,450	7.0	6.0
Primary schoolers (5 to 11)	22,232	9.4	8.8
Secondary schoolers (12 to 17)	15,792	6.7	7.1
Tertiary education and independence (18 to 24)	23,720	10.1	8.8
Young workforce (25 to 34)	43,631	18.5	15.5
Parents and homebuilders (35 to 49)	49,369	21.0	21.5
Older workers and pre-retirees (50 to 59)	25,018	10.6	12.0
Empty nesters and retirees (60 to 69)	19,740	8.4	9.8
Seniors (70 to 84)	16,048	6.8	8.7
Elderly aged (85 and over)	3,442	1.5	2.0
Total	235,442	100.0	100.0

Walking and Cycling Profile

There are a range of factors that influence current behaviour and future considerations for walking and cycling in Cumberland including:

- Walking and cycling make up a small proportion of the mode of travel for journey to work.
- The average walking trip distance is 700m in Cumberland, which is similar to the average walking trip distance in Greater Sydney of 800m.
- Walking comprises 16% of all trips in Cumberland, which is slightly higher than the Greater Sydney rate of 15%.
- There is a higher propensity for cycling in areas within 2km of a train station.

Residential location of local workers, 2021

Cumberland City

- Live and work in the area – 27.74%
- Work in the area, but live outside – 72.26%

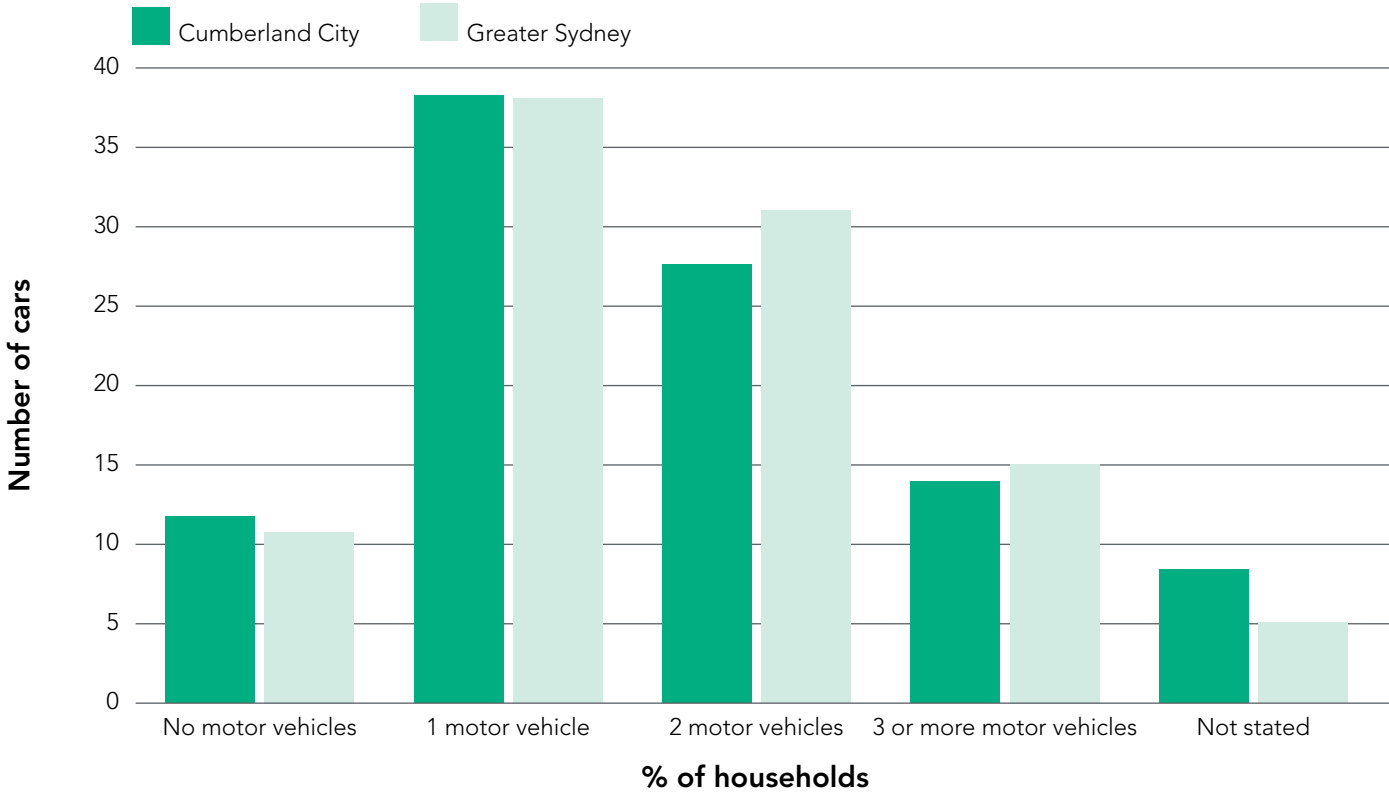


Health

Long Term Health Conditions – Summary

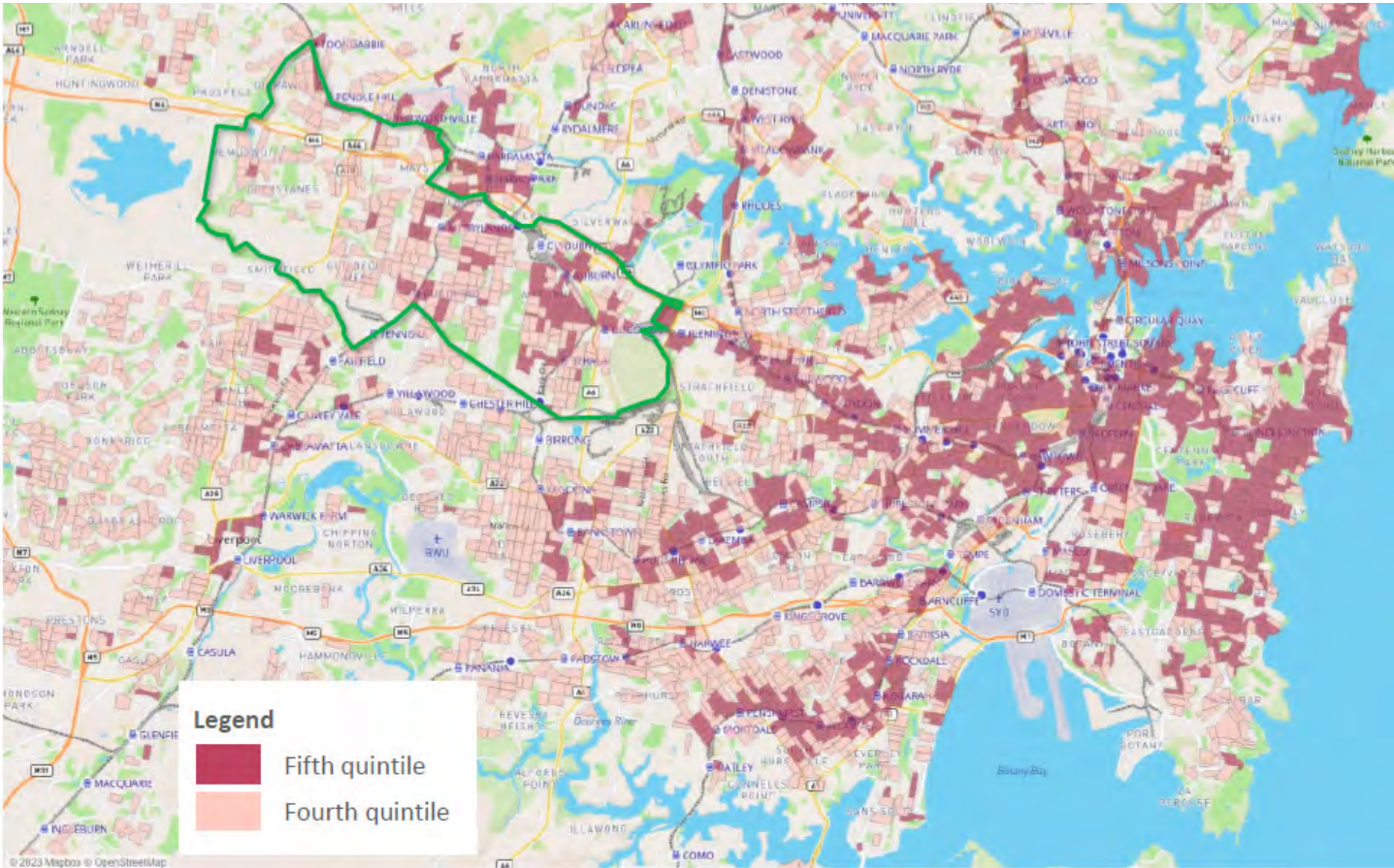
Summary	Number	%	Greater Sydney %
Population with at least one long-term health condition	51,296	21.8	27.5
No long-term health conditions	161,519	68.6	65.1
Not Stated	22,616	9.6	7.4
Total Persons	235,431	100.0	100.0

Car Ownership



Cycling Propensity

The areas shown with darker colours are more likely to ride bicycles.



Existing Walking and Cycling Network

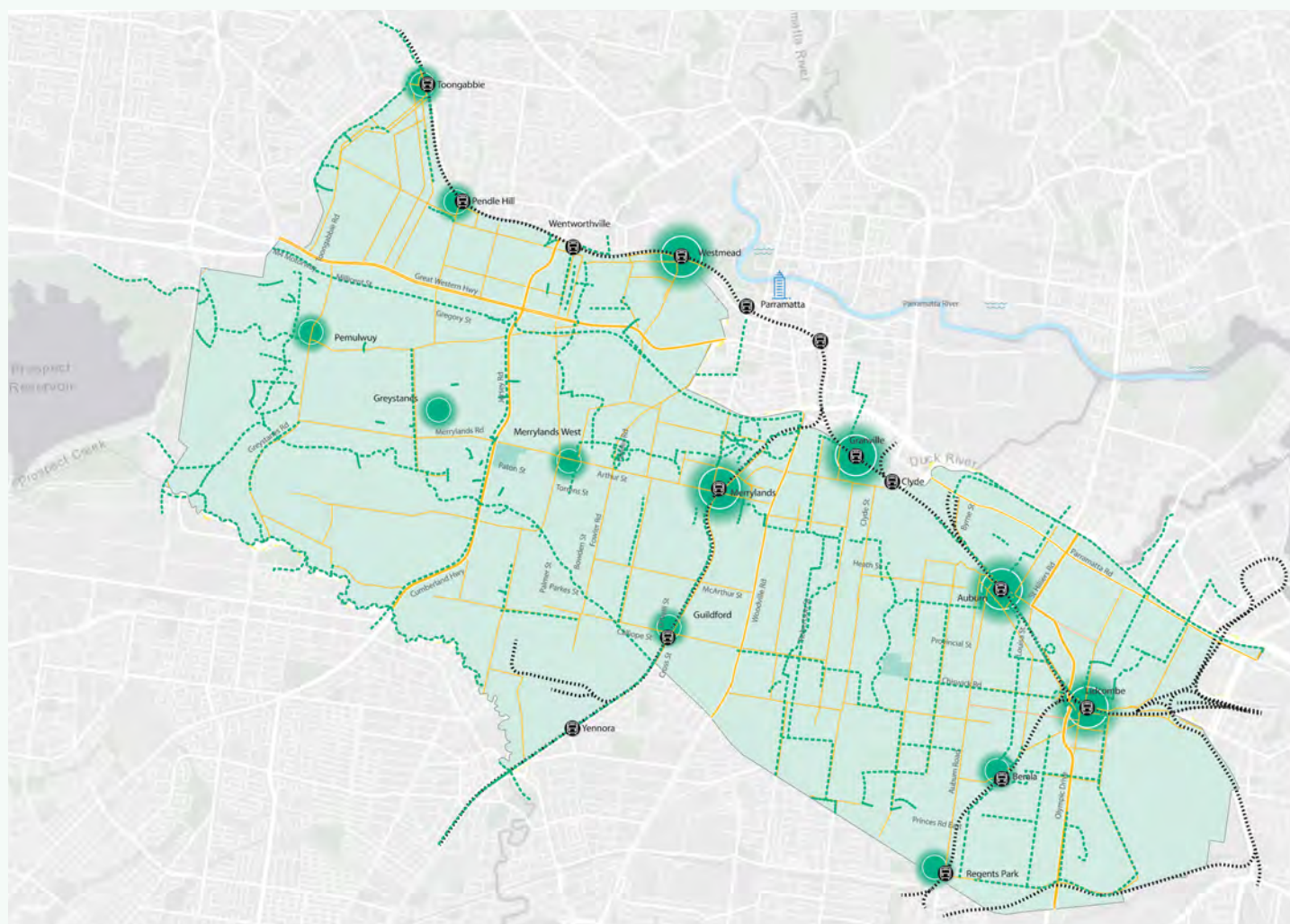
Cumberland Council has an existing network of walking and cycling infrastructure in our area for use by residents and visitors alike. Existing infrastructure includes pedestrian footpaths, bicycle stands and storage lockers, shared walking and cycling paths, and on-street dedicated cycling lanes.

Examples of existing popular shared walking and cycling paths include the Parramatta to Glenfield Rail Trail, the Lower Prospect Canal and Duck River path. Examples of existing on-street dedicated cycling lanes include Gelibolu Parade in Auburn, Guildford Road in Guildford and East Street in Lidcombe.

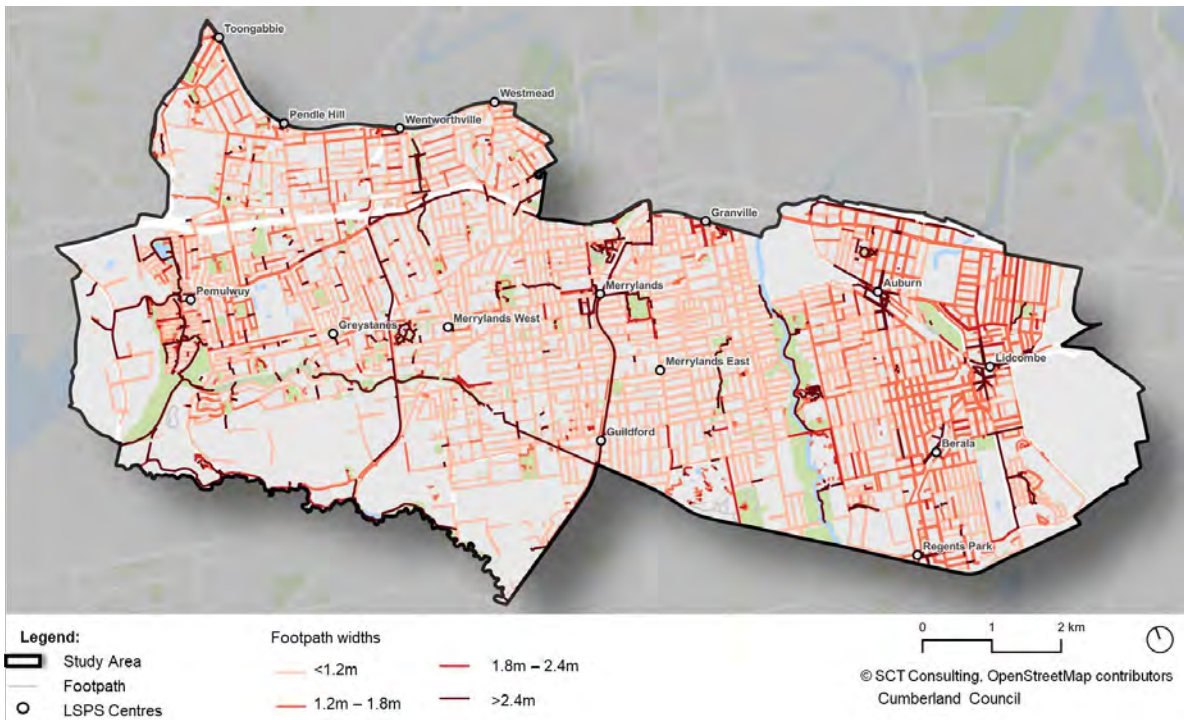
Council recognises that there is more work to do to create a better supported and interconnected network of walking and cycling paths, but that there are a number of existing walking and cycling paths for residents and visitor to enjoy.

Information has also been collated on a range of elements for the existing network, including footpath widths, footpath quality and pedestrian crash data.

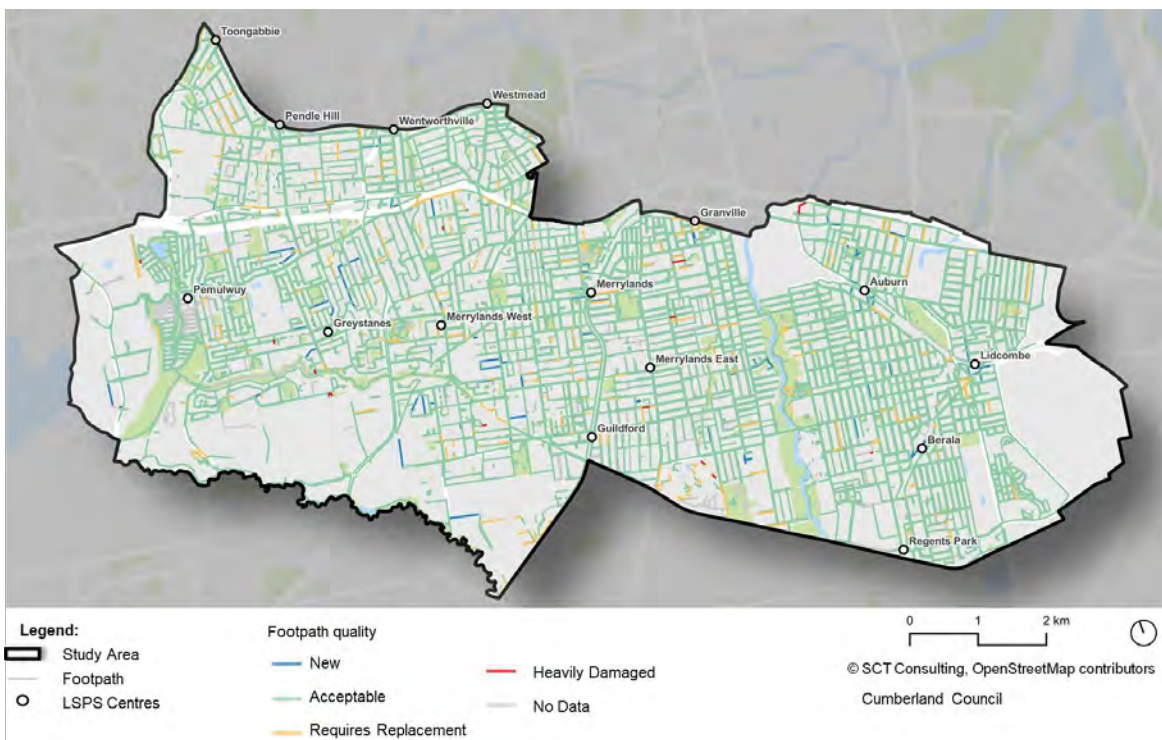
Existing Cycling Routes



Footpath widths through Cumberland



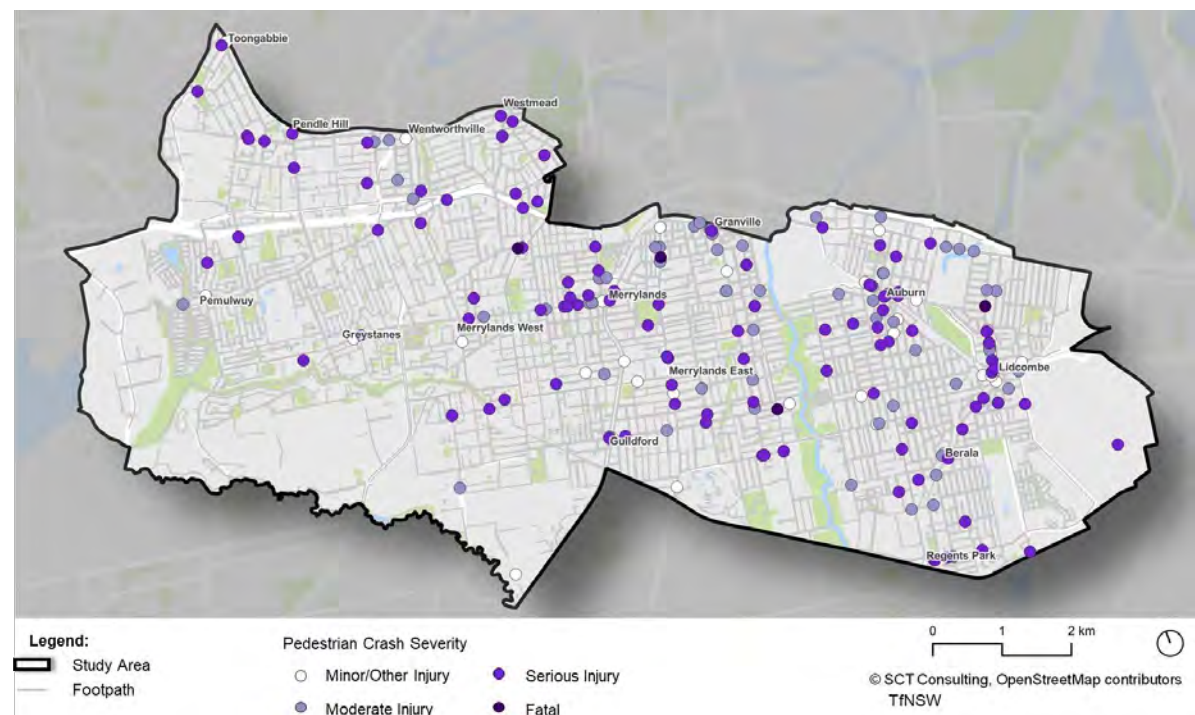
Footpath quality throughout Cumberland



Pedestrian crash clusters within Cumberland



Pedestrian crash severity within Cumberland



Planning and Design Tools

There are a range of State Government tools to guide the planning and design of walking and cycling infrastructure, including:

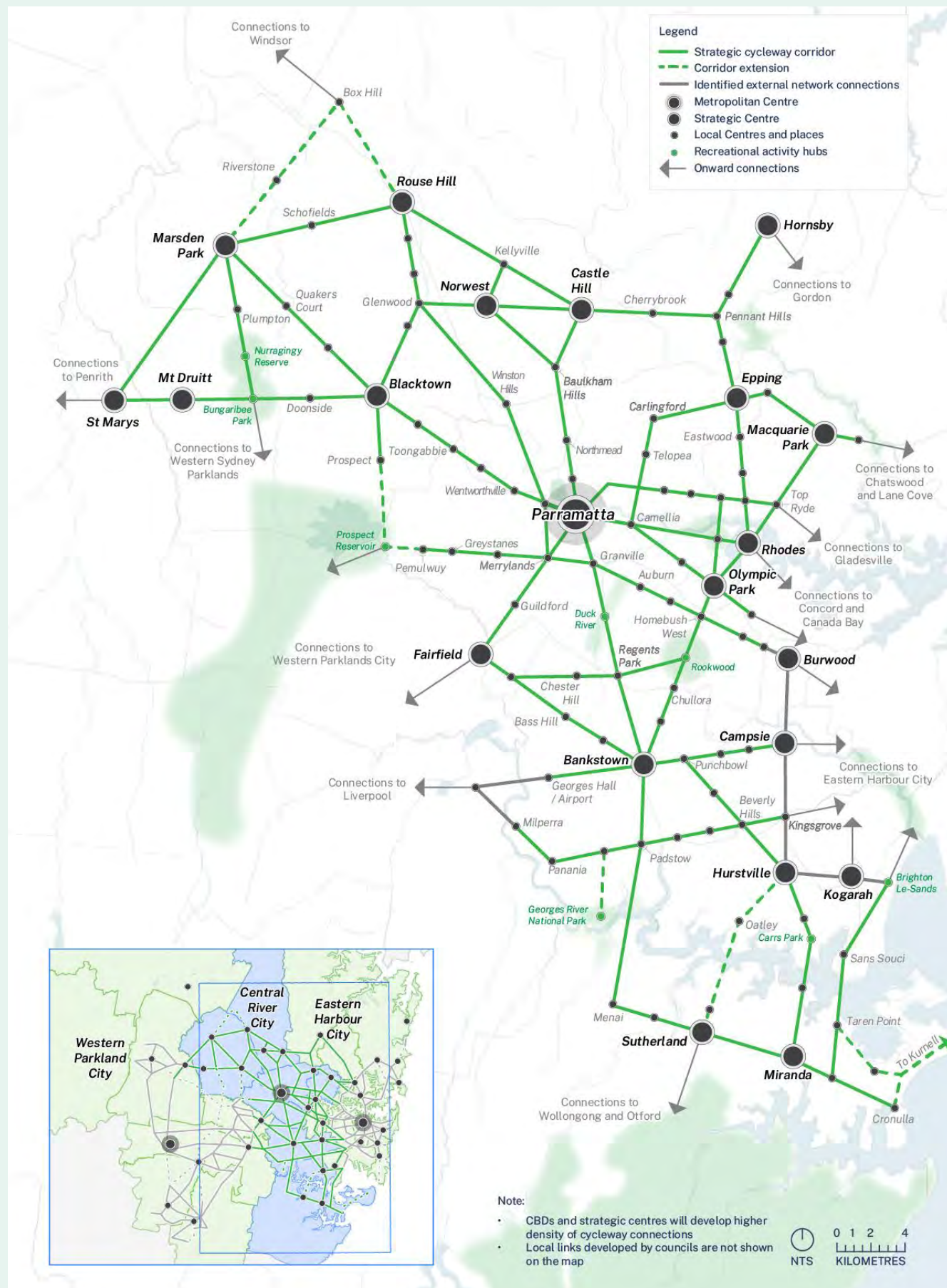
- Transport for NSW (TfNSW) Strategic Cycleway Corridor Program which identifies strategic corridors that link Cumberland with Greater Sydney. It is anticipated that the Strategic Cycleways will enable more people to cycle by connecting key centres and places across Council boundaries. The design of each corridor will be guided by the Cycleway Design Toolbox.
- TfNSW Walking Space Guide which provides a set of standards and tools to ensure that sufficient space is provided to achieve comfortable environments which encourage people to walk.
- TfNSW Movement and Place Framework, which aims to balance the movement of people and goods with the amenity and quality of places. It contains guidance on classifying street environments, understanding place and movement, and the design of roads and streets.
- TfNSW Cycleway Design Toolbox, which contains road and intersection configurations for a range of cycleway types and establishes design principles for cycleways in specific contexts.
- Sydney Green Grid, which outlines District level corridors for walking and cycling, supporting local initiatives to improve access across Parklands and Prospect Pipeline Corridor;
- Green Travel Maps, which provide information on using walking, cycling and public transport to access workplaces, schools and community facilities.

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.

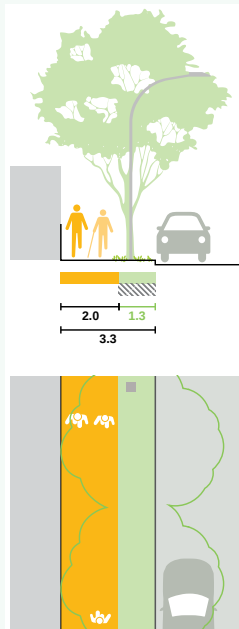
Central River City Strategic Cycleway Corridors



Typology for Walking Spaces

Type 1

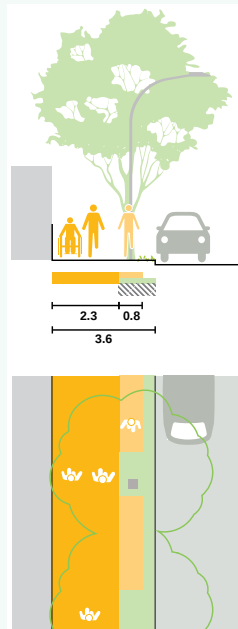
Main Street footpath – High activity



Low activity local footpaths support **two people together** and are appropriate where people walking are unlikely to pass people coming the other way.

Type 2

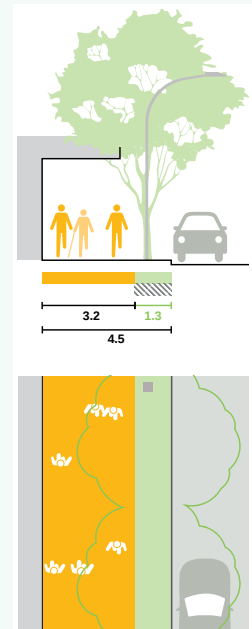
Local footpath – Medium activity



Medium activity local footpaths support 2 people walking together passing another person using the Passing Zone.

Type 3

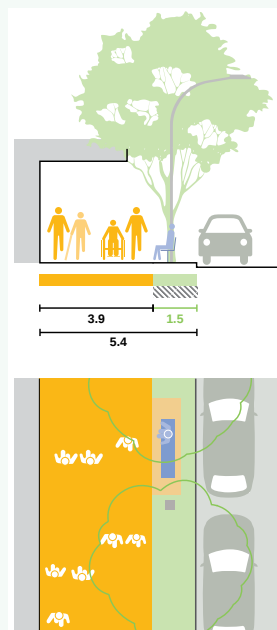
Main street footpath – Medium activity
Local footpath – High activity



Medium activity main street footpaths support 2 people walking together and passing another person without having to walk in single file.

Type 4

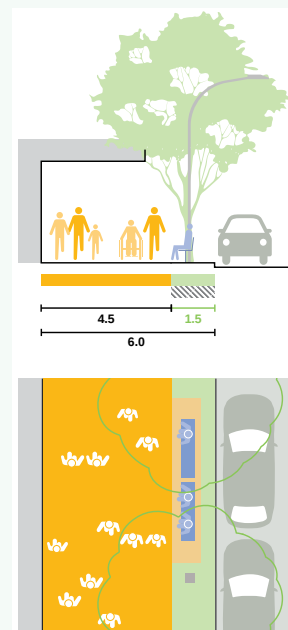
Main Street footpath – High activity



High activity main street footpaths are appropriate where **people walking** are virtually certain to meet **multiple groups** of people coming the other way.

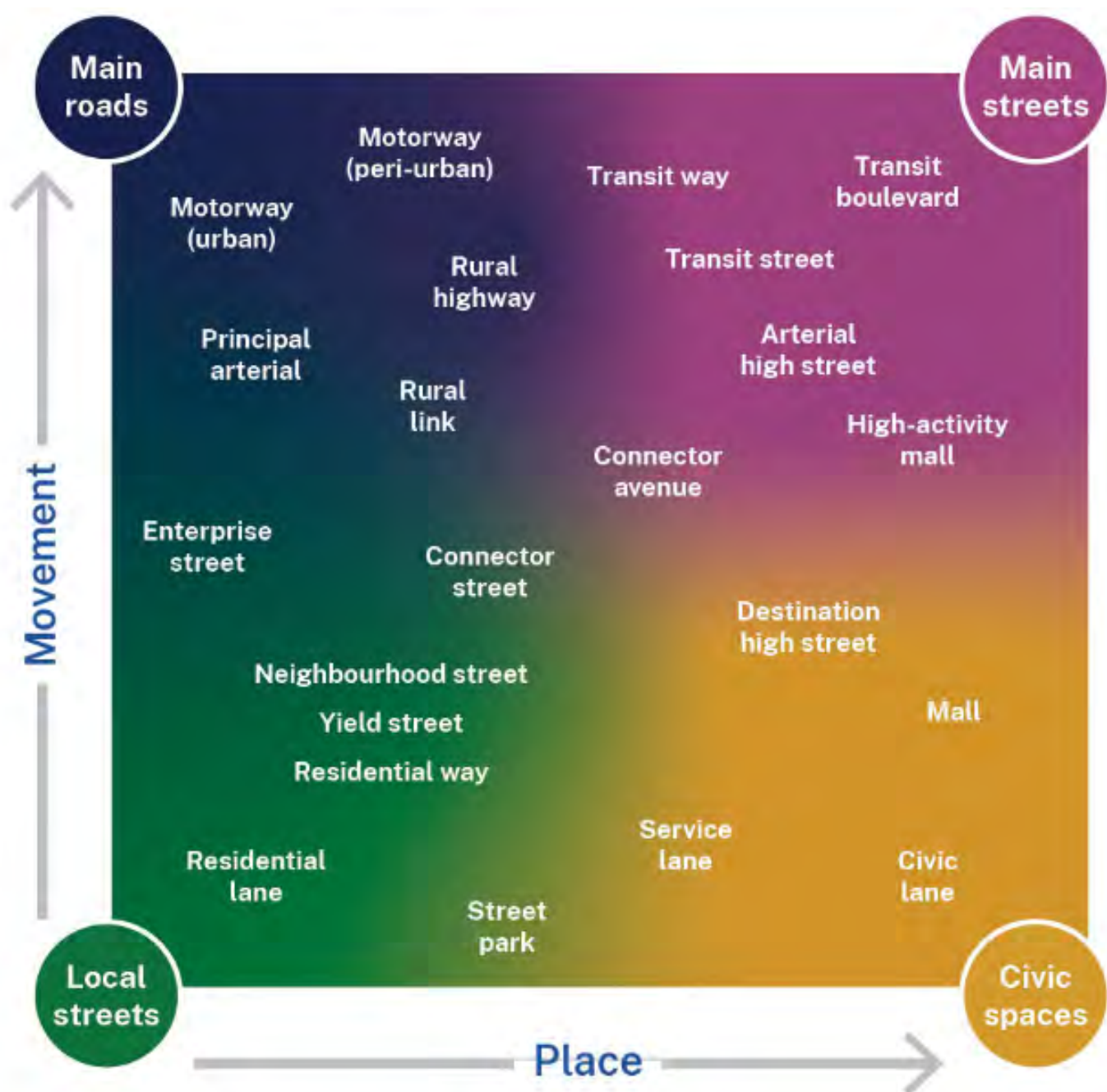
Type 5

Main Street footpath – Very high activity



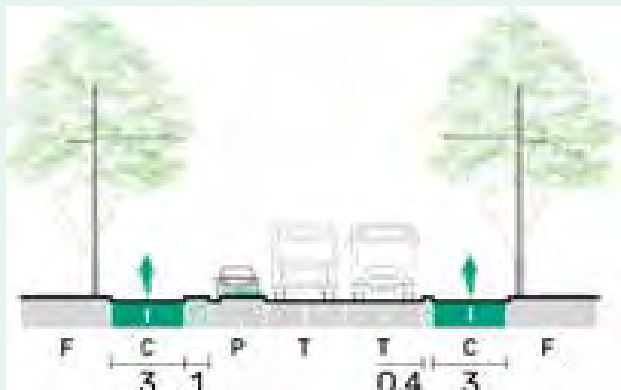
Very high activity main street footpaths are appropriate where it is very busy most of the time. These footpaths **provide enough space** for large numbers of people to walk comfortably.

Movement and Place Framework

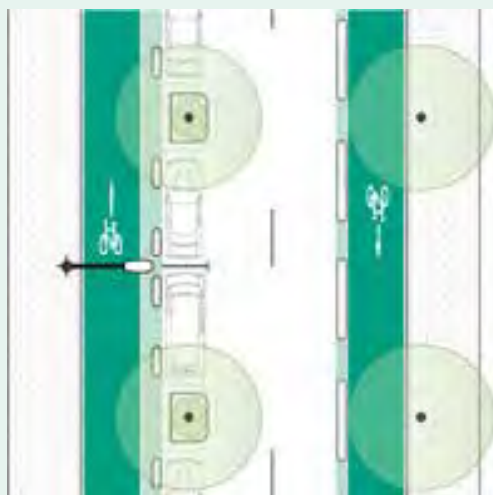


Typology of Cycleway Design

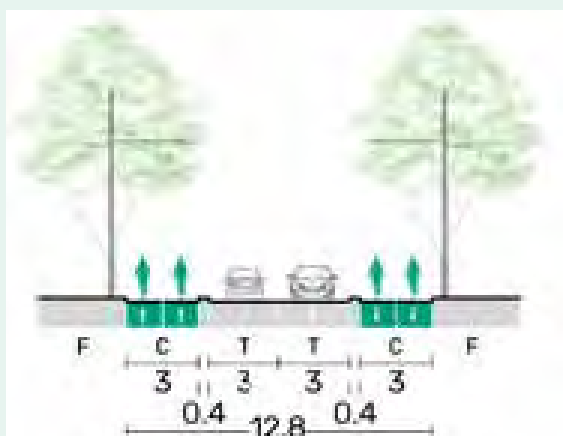
Cycleway Design– Bicycle path (one-way)



Typical cross section - optimal configuration (unconstrained)

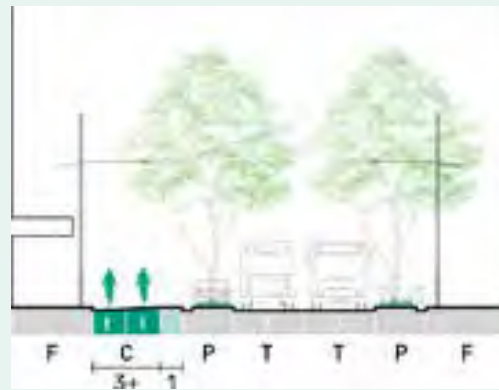


Typical plan - optimal configuration (unconstrained)

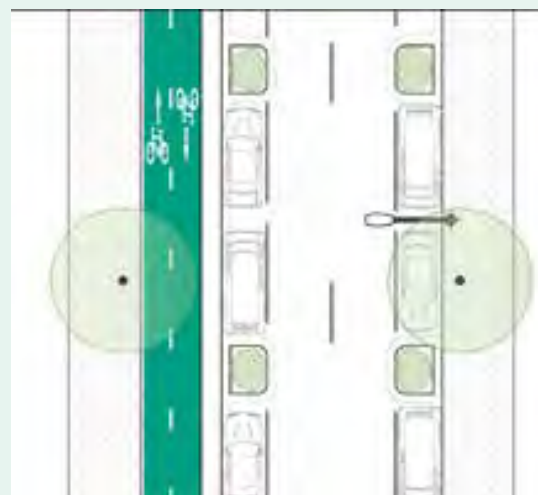


Typical cross section - optimal configuration (12.8m carriageway)

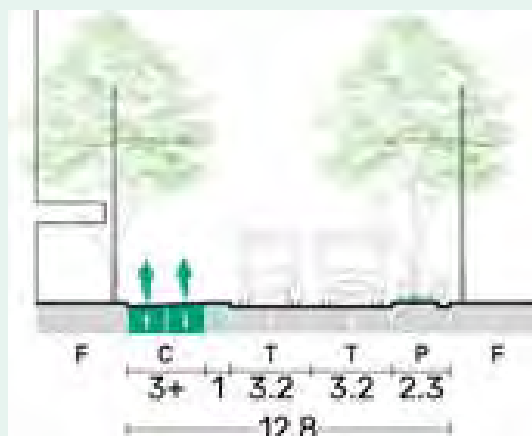
Cycleway Design– Bicycle path (two-way)



Typical cross section - optimal configuration (unconstrained)

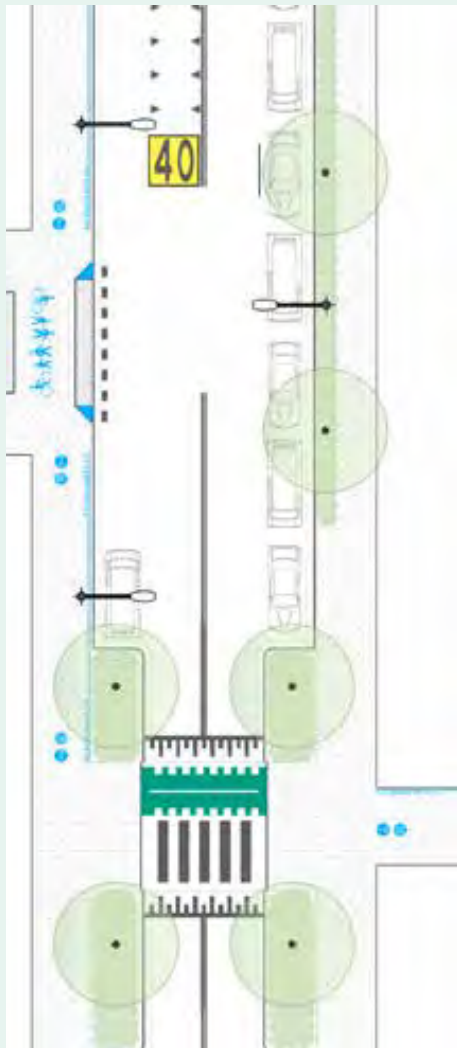


Typical plan - optimal configuration (unconstrained)

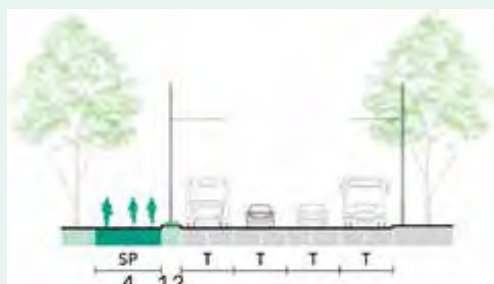


Typical cross section - optimal configuration (12.8m carriageway)

Cycleway Design– Shared path



Typical plan - constrained conditions

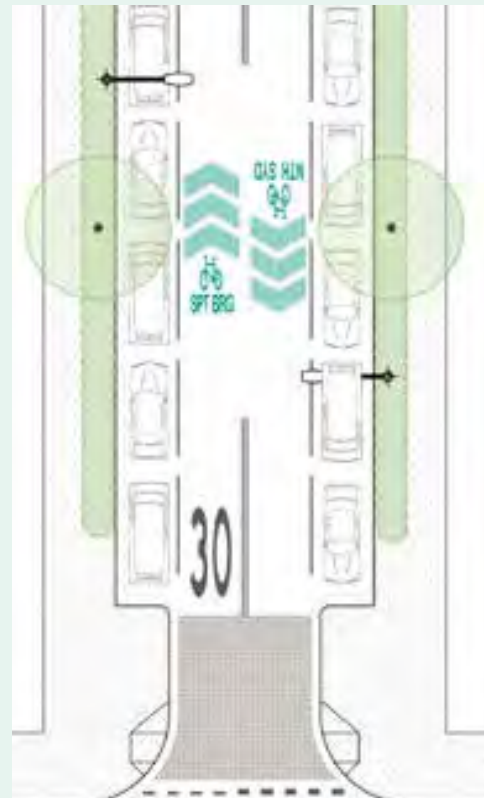


Typical cross section - optimal conditions

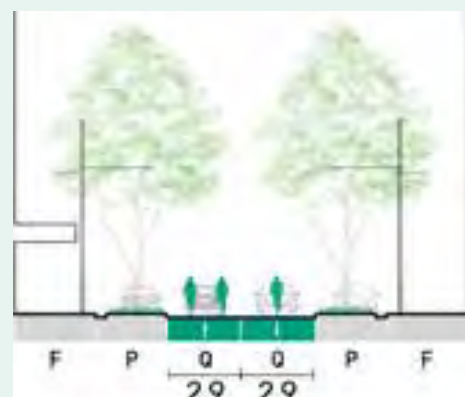


Typical cross section - constrained conditions

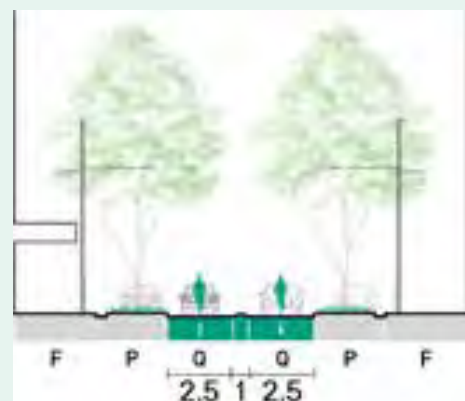
Cycleway Design– Quietway



Typical plan - optimal configuration



Typical cross section - optimal configuration



Typical cross section - alternate configuration

Strategic Directions and Action Plan

Based on the considerations outlined in the strategy and the outcomes of engagement with the community, a range of strategic directions and actions are identified to deliver on the vision for walking and cycling in Cumberland.

DIRECTION

01

A city supported by infrastructure and an integrated network

DIRECTION

02

A city that is inclusive and encourages healthy behaviour

DIRECTION

03

A city that supports emerging trends and business

A city supported by infrastructure and an integrated network

Action	Timeframe		
	0-2 years	3-5 years	6-10 years
1.1 Finalise a Pedestrian Access and Mobility Plan to address the needs of pedestrians.	●		
1.2 Implement recommendations of the Pedestrian Access and Mobility Plan, where appropriate and possible, to further address the needs of pedestrians.	●	●	●
1.3 Develop, implement, monitor and maintain existing and proposed regional, district and local walking and cycling networks to provide connectivity across Cumberland, using relevant guidance, policies and standards.	●	●	●
1.4 Implement and maintain supporting infrastructure of walking and cycling networks.	●	●	●
1.5 Develop and implement information and wayfinding to support walking and cycling across Cumberland.	●	●	●
1.6 Undertake a review of all footpaths within 200m of primary and high schools and pick up/drop off areas to identify where improvements in infrastructure are required.	●	●	

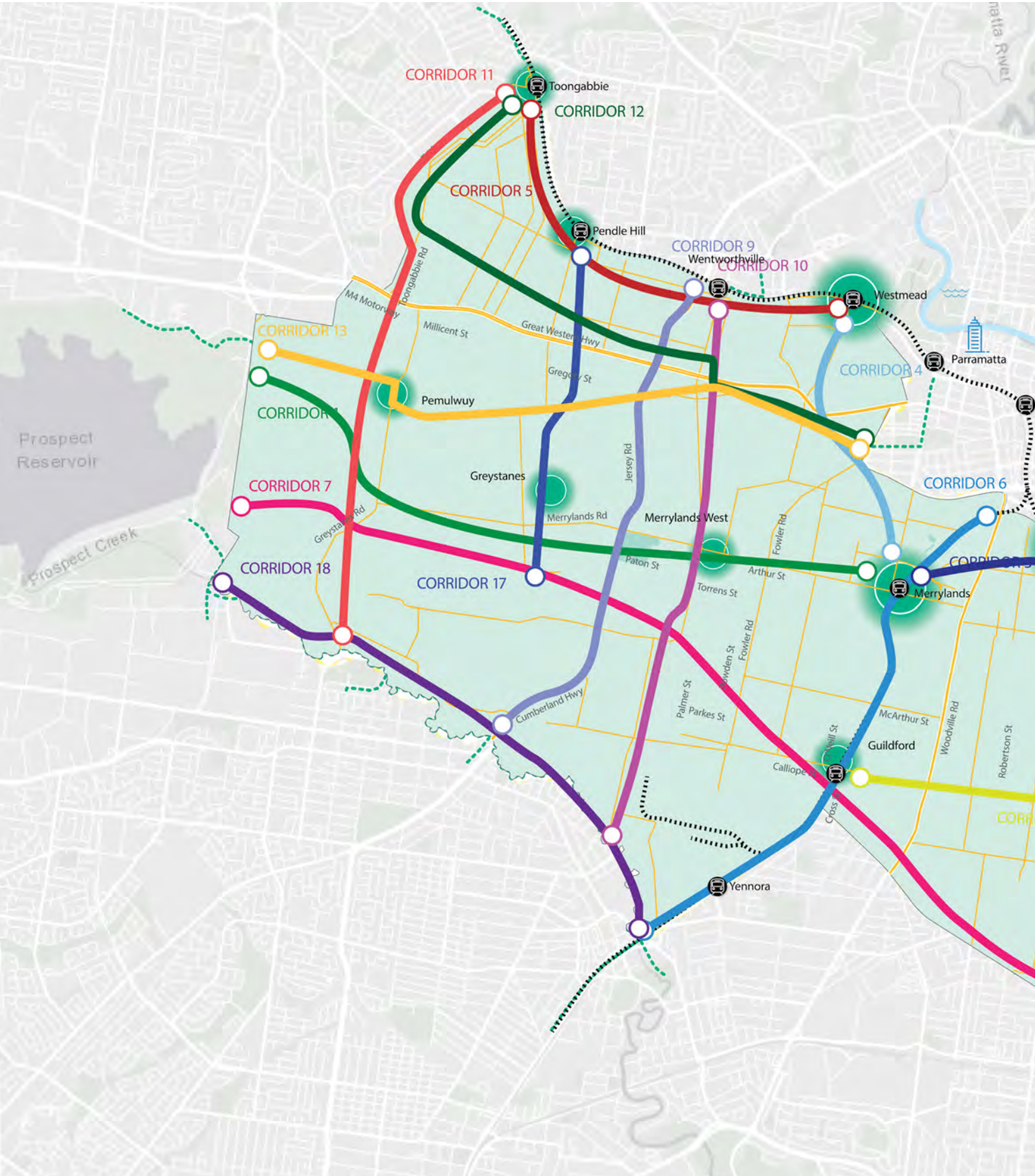
A city that is inclusive and encourages healthy active behaviour

Action	Timeframe		
	0-2 years	3-5 years	6-10 years
2.1 Provide information on walking and cycling in Cumberland on Council's website.	●		
2.2 Integrate walking and cycling considerations into masterplans, contributions plans, voluntary planning agreements, planning proposals, development control plans, Council operational budgets, Council policies, and place strategies.	●	●	●
2.3 Work with schools to encourage walking and cycling, including opportunities for integration with government initiatives.	●	●	●
2.4 Progress trials and pop-up interventions to test and refine walking and cycling opportunities.	●	●	●
2.5 Progress programs and initiatives to support walking and cycling for the community and within the Council workplace	●	●	●
2.6 Identify opportunities to provide youth specific cycling infrastructure in Cumberland, such as learn to ride tracks.	●	●	●
2.7 Facilitate technical considerations of walking and cycling at the Local Traffic Committee and Council advisory committees.	●	●	●

A city that supports emerging trends and business

Action	Timeframe		
	0-2 years	3-5 years	6-10 years
3.1 Identify and pursue different streams of funding including grants, infrastructure contributions and planning agreements to aid in the design and implementation of walking and cycling networks.	●	●	●
3.2 Collaborate with other Councils and Greater Sydney Parklands to improve connections in walking and cycling routes across boundaries.	●	●	●
3.3 Advocate for improvements to walking and cycling infrastructure in Cumberland, including connections between walking and cycling corridors, by other levels of government.	●	●	●
3.4 Explore and implement opportunities and requirements for new technologies and initiatives that support walking and cycling in the Cumberland LGA.	●	●	●
3.5 Progress Green Travel Plans with eligible businesses, workplaces, schools and community facilities.	●	●	●

Cumberland Active Transport Corridors



Cumberland Active Transport Corridors

CORRIDOR 1 – Pemulwuy to Merrylands (via Central Gardens)

CORRIDOR 2 – Clyde to Prospect Pipeline Corridor (via Duck River)

CORRIDOR 3 – Merrylands to Auburn (via Granville)

CORRIDOR 4 – Westmead to Merrylands (via M4 Cycleway)

CORRIDOR 5 – Toongabbie to Westmead (Rail Trail)

CORRIDOR 6 – Parramatta to Fairfield (Rail Trail)

CORRIDOR 7 – Prospect Pipeline Corridor

CORRIDOR 8 – Prospect Pipeline Corridor to Olympic Park (via Berala)

CORRIDOR 9 – Wentworthville to Smithfield (via Cumberland Highway)

CORRIDOR 10 – Wentworthville to Fairfield (via Finlayson's Creek)

CORRIDOR 11 – Toongabbie to Prospect Creek (via Pemulwuy)

CORRIDOR 12 – Parramatta to Toongabbie (via Mays Hill and Girraween Creek)

CORRIDOR 13 – Pemulwuy to Parramatta (via Mays Hill)

CORRIDOR 14 – Lidcombe to Olympic Park (Pippita Rail Trail)

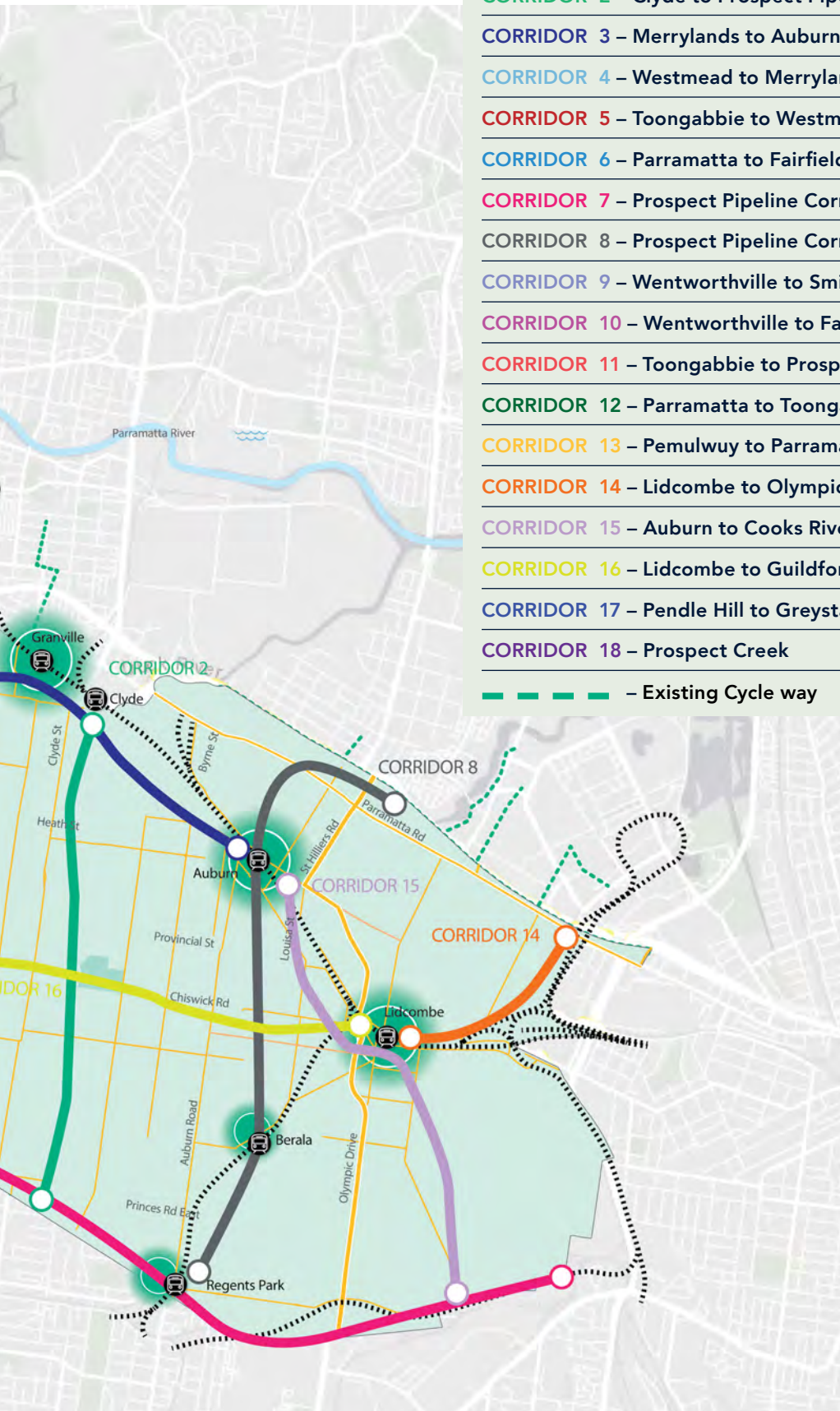
CORRIDOR 15 – Auburn to Cooks River (via Rookwood)

CORRIDOR 16 – Lidcombe to Guildford (via Duck River)

CORRIDOR 17 – Pendle Hill to Greystanes (Prospect Pipeline Corridor)

CORRIDOR 18 – Prospect Creek

— Existing Cycle way



After extensive research and consultation, Active Transport Corridors are identified in the Strategy. These corridors aim to reflect existing infrastructure, fill in missing links in the existing walking and cycling network, as well as to create new routes to connect centres, open space, public transport and education facilities where possible.

Corridor Framework

The Active Transport Corridors provide Regional and District connections for walking and cycling within Cumberland and links to surrounding areas. These will be supported by local networks that provide connections within each suburb to the corridors.

While some corridors are partially or fully in place, others require further design and construction. This will be undertaken in a staged manner, informed by a prioritisation framework, alignment with strategic plans and funding availability.



Regional Corridors

CORRIDOR 1

Pemulwuy to Merrylands (via Central Gardens)

This is identified as a Strategic Corridor and is therefore considered a Regional Corridor for the purposes of the Strategy. It provides an east-west connection between the Western Sydney Parklands to the strategic centre of Merrylands, while aiming to facilitate connections between open space, public transport and shopping centres in the western part of Cumberland.

CORRIDOR 2

Clyde to Prospect Pipeline Corridor (via Duck River)

This is identified as a Strategic Corridor and is therefore considered a Regional Corridor for the purposes of the Strategy. It provides a north-south connection between the boundary with Canterbury Bankstown City Council and Clyde, via Duck River, while aiming to facilitate connections between local government areas, open space and public transport in the eastern part of Cumberland.

CORRIDOR 3

Merrylands to Auburn (via Granville)

This is identified as a Strategic Corridor and is therefore considered a Regional Corridor for the purposes of the Strategy. It provides an east-west connection between the strategic centre of Merrylands and Granville and Auburn, while aiming to facilitate connections between centres, open space and public transport in the central and eastern part of Cumberland.

CORRIDOR 4

Westmead to Merrylands (via M4 Cycleway)

This is identified as a Strategic Corridor and is therefore considered a Regional Corridor for the purposes of the Strategy. It provides a north-south connection between the strategic centre of Merrylands and the Innovation District of Westmead, while aiming to facilitate connections between centres, open space and public transport in the central part of Cumberland.

CORRIDOR 5

Toongabbie to Westmead (Rail Trail)

This route is identified as a Strategic Corridor and is therefore considered a Regional Corridor for the purpose of the Strategy. It provides connection between the train stations of Toongabbie, Pendle Hill, Wentworthville and Westmead and therefore connects local centres and public transport. It is noted that most of the Corridor is anticipated to be delivered within the City of Parramatta.

CORRIDOR 6

Parramatta to Fairfield (Rail Trail)

This is identified as a Strategic Corridor and is therefore considered a Regional Corridor for the purposes of the Strategy. It provides a north-south connection between the northern and southern boundaries of Cumberland, while aiming to facilitate connections between centres, open space and public transport in the central part of Cumberland.

CORRIDOR 7

Prospect Pipeline Corridor

The Prospect Pipeline Corridor is a regionally significant open space corridor and is therefore considered a Regional Corridor for the purposes of this Strategy. It provides significant recreation opportunities for visitors and residents of Cumberland.

CORRIDOR 8

Prospect Pipeline Corridor to Olympic Park (via Berala)

This is considered a Regional Corridor for the purposes of the Strategy as the route connects two regionally significant open space areas. It provides a north-south connection between the northern and southern boundaries of Cumberland, while aiming to facilitate connections between centres, open space and public transport in the eastern part of Cumberland.

District Corridors

CORRIDOR 9

Wentworthville to Smithfield (via Cumberland Highway)

This is a District Corridor providing a north-south connection between Wentworthville and Prospect Creek Cycleway, while aiming to facilitate connections to open space in the western part of Cumberland.

CORRIDOR 10

Wentworthville to Fairfield (via Finlayson's Creek)

This is a District Corridor providing a north-south connection between Wentworthville and the Prospect Creek Cycleway, while aiming to facilitate connections between local shops, open space and education facilities in the western part of Cumberland.

CORRIDOR 11

Toongabbie to Prospect Creek (via Pemulwuy)

This is a District Corridor providing a north-south connection between Toongabbie and Prospect Creek Cycleway while aiming to facilitate connections to open space in the western part of Cumberland.

CORRIDOR 12

Parramatta to Toongabbie (via Girraween Creek and Mays Hill)

This is a District Corridor providing an east-west connection between Toongabbie and the Cumberland boundary with the City of Parramatta in Mays Hill. This route aims to facilitate connections between open space and education facilities in the northern part of Cumberland.

CORRIDOR 13

Pemulwuy to Parramatta (via Mays Hill)

This is a District Corridor providing an east-west connection between the Western Sydney Parklands and the Cumberland boundary with the City of Parramatta in Mays Hill. It aims to

facilitate connections between open space and education facilities in the western and central part of Cumberland.

CORRIDOR 14

Lidcombe to Olympic Park (Pippita Rail Trail)

This is a District Corridor providing a key connection between Lidcombe and Sydney Olympic Park via the proposed Pippita Rail Trail.

CORRIDOR 15

Auburn to Cooks River (via Rookwood)

This is a District Corridor providing a north-south connection between Auburn and the Cooks River while aiming to facilitate connections between local centres, education facilities and open space in the eastern part of Cumberland.

ROUTE 16

Lidcombe to Guildford (via Duck River)

This is a District Corridor providing an east-west connection between Lidcombe and Guildford. It aims to facilitate connections between local centres and open space in the central and eastern part of Cumberland.

CORRIDOR 17

Pendle Hill to Greystanes (Prospect Pipeline Corridor)

This is a District Corridor providing a north-south connection between Pendle Hill and the Prospect Pipeline Corridor while aiming to facilitate connections between local shops, open space and education facilities in the western part of Cumberland.

CORRIDOR 18

Prospect Creek

The Prospect Creek Cycleway is a District Corridor that provides significant recreation opportunities for visitors and residents of Cumberland.

Prioritisation and Evaluation

A route prioritisation and evaluation tool is needed to provide guidance to prioritise and evaluate the investigation, design and construction of the Active Transport Corridors identified in this Strategy. This tool can also be used to prioritise and evaluate future walking and cycling routes and can be applied to the whole corridor or route, or a segment within a corridor or route.

The criteria to inform prioritisation are based on demand potential, network effect, strategic alignment, existing users, cost of delivery, funding source and environmental impacts. A table that summarises the elements of the tool is outlined on the next page.

Active Transport Prioritisation and Evaluation Tool

Criteria	Rating 5	Rating 4	Rating 3	Rating 2	Rating 1
Demand Potential	Within 200m of a Specified Facility ¹	Within 400m of a Specified Facility ¹	Within 600m of a Specified Facility ¹	Within 1km of a Specified Facility ¹	Within 2km of a Specified Facility ¹
Network Effect	Connects 2 or more existing infrastructure points		Connects to 1 existing infrastructure point		Does not connect to any existing infrastructure
Unused Existing Infrastructure	Activates or uses existing abandoned or unused infrastructure such as bridges, canals and railways.				Does not activate or use existing abandoned or unused infrastructure such as bridges, canals and railways.
Strategic Alignment	Identified in State Government Policies, Strategies or Plans		Identified in a Cumberland Council Policy, Strategy or Plan		Is not identified in a State Government or Cumberland Council Policy, Strategy or Plan
Existing Users - Safety	4 or less pedestrian / cyclist crashes within 10m of a route		More than 4 and less than 7 pedestrian / cycling crashes within 10m of a route		7 or more pedestrian / cyclist crashes within 10m of a routed
Existing Users – Pollution Impacts	Adjoins or is within public open space	Adjoins low density residential and/or local streets	Adjoins high density residential, or mixed-use development	Adjoins commercial or business uses or a main collector road	Adjoins industrial land or a major road or highway
Other Benefits	Greater than 40% runs through preferred land uses ²		More than 20% but less than 40% runs through preferred land uses ²		20% or less runs through preferred land uses ²
Funding capacity	The route is a strategic route (Identified in State Government Policies, Strategies or Plans)		The route is not a strategic route		N/A
Environmental Impacts – Vegetation Removal and tree planting	Less than 15 % removal required		15% to 40% removal required		Greater than 40% removal required
Environmental Impacts – Existing shade	Greater than 40% has tree canopy cover ³		15% to 40% has tree canopy cover ³		Less than 15% has tree canopy cover ³

1. Specified facility means an education facility, major medical facility, public transport node, community facility, recreational area or facility, major shopping centre, or town centre or key employment areas / key precincts.

2. Based on land uses which have a probability of higher numbers of people. i.e. high density, town centres, parks.

3. Aligns to the Greener Places Design Guide released by the Government Architect NSW and the Greater Sydney Region Plan.

Monitoring the Strategy

Monitoring of the Strategy will be undertaken through the following mechanisms to ensure the actions of the strategy are implemented and the Strategy remains relevant in guiding walking and cycling in Cumberland.



A range of measures and anticipated outcomes are shown in the table below.

Monitor	Measurements and Benchmarks	Outcome
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.



CUMBERLAND
CITY COUNCIL

Cumberland City Council

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160

T 8757 9000 **F** 9840 9734 **E** council@cumberland.nsw.gov.au

W cumberland.nsw.gov.au  [cumberlandcitycouncilsydney](https://www.facebook.com/cumberlandcitycouncilsydney)