



THE PEAK BODY FOR WALKING IN GREATER SYDNEY

4 August 2026

Clr Bilal El-Hyek; Mayor@cbc.city.nsw.gov.au
Clr Conroy Blood: Conroy.Blood@cbc.city.nsw.gov.au
Clr Barbara Coorey: Barbara.Coorey@cbc.city.nsw.gov.au
Clr Clare Raffan: Clare.Raffan@cbc.city.nsw.gov.au

Subject: Request: Notice of Motion on active transport delivery program and local street speed review

Dear Mayor, Clr Raffan, Clr Blood and Clr Coorey

I'm writing as a Canterbury Ward resident in Campsie and as President of WalkSydney to ask about two related items for a Notice of Motion.

Background:

WalkSydney is the peak body for walkability in Greater Sydney, advocating for people who walk across the region from Wollongong to Newcastle and the coast to the Blue Mountains. We provide advice and recommendations to state and local government, and our central concern is safer, calmer streets where the speed and dominance of motor traffic is reduced so that walking is a genuine choice for everyone.

WalkSydney were recently invited to attend the Walkable NSW roundtable with other key stakeholders and contributed to the Roads Act review. We have hundreds of members across the Sydney region. Both requests below are aimed at making walking safer and easier, which is a core objective of Council and key concern for Canterbury-Bankstown residents.

I am a Campsie resident I walk, ride and catch public transport regularly. I do not drive a car for the majority of my transport. I am increasingly frustrated by disruptions to journeys due to footpath closures, crossing removals, and the lack of safe cycling infrastructure - and the little or no information Council provides to residents about either its works, or its plans for the future.

Request 1. A public report on the walking and bike riding delivery program, FY2026/27 and FY2027/28, and a report against progress implementing Councils Active Transport Action Plan.

Connective City 2036 commits Council to lifting public and active transport mode share for journeys to work from 25 per cent to 49 per cent by 2036, and the Active Transport Action Plan 2021–2031 commits amongst many things to developing a safe cycling network over the same period. Five years into a ten-year plan there is still no single public document that shows what is being developed, funded and when it will be delivered. Council has a plan - it should report against that plan.

My frustration has been compounded because in the past three weeks I have seen a crossing removed on Brighton Street, a footpath dug up on Beamish Street and witnessed ongoing disruption to the Charles Street footpath and Cooks River cycleway. There is no publicly available information on any of these changes. It is simply not good enough for Council to remove crossings and dig up footpaths without even the most basic information of planned works. Even a simple sign at the site would be better than the current situation which leaves users and residents in the dark.

I'd ask that the motion require a simple report to an Ordinary Meeting setting out, for each project (Council is currently or planning to progress):

- project name, location reference
- current status (concept, detailed design, REF, tender, construction, deferred)
- programmed delivery financial year
- funding split between Council capital works and Get NSW Active or other grants, and whether the grant has been applied for, awarded or refused
- facility type and length, and whether it is separated, shared path or on-road, crossing or river crossing
- whether any part sits on a State road requiring Transport for NSW (TfNSW) concurrence

and separately, because walking is routinely invisible in these reports:

- the crossing and refuge program, including the backlog of requested treatments that are unfunded
- cumulative length delivered to date against the 100km target.

We are aware that the Council Delivery Report identifies footpath works, but the majority of these are related to “drainage improvements” and it is unclear how they will improve walking if at all.

Extensive staff resources are not required: this is a reporting task, not a research task. Every one of these fields already exists in the capital works program or grant programs. Park upgrades and stormwater works are already itemised at this level in the capital works program — walking and biking should not be the exception.

A published, costed forward program is also useful to Council, not just to residents. It is exactly what strengthens Council's position in competitive Get NSW Active rounds and in advocacy to TfNSW.

Request 2. A local street speed limit review

Canterbury-Bankstown is consistently among the worst council areas for road trauma violence, and Council's own material notes 75 speed-related crashes in a single year. In 2024 TfNSW reports that CBC has the worst crash data in NSW with nearly 50 people walking being injured, seriously injured or killed, 40 of those people were either aged 5-17, or older than 60. That means that older and younger

people are being disproportionately impacted. *Road trauma matters in our Community, and Council are the only ones who can ask TfNSW to make the simplest, most effective change to reduce road trauma in CBC: reduce speed on streets.*

Inner West Council resolved in 2024 to adopt its InnerWest@40 study and seek TfNSW approval and funding. Over 80 per cent of residents surveyed supported 40 km/h on all local streets. TfNSW funded the delivery with \$1.8 million, and the rollout has been progressing suburb by suburb since 2025. We need more of this in our area to arrest the ongoing level of road violence that is killing and seriously injuring too many people.

I'm asking for a motion that requests:

- that Council commission, or seek TfNSW funding for, an LGA-wide review of local street speed limits equivalent to InnerWest@40, reporting back with a prioritised implementation program
- that in the interim Council lodge High Pedestrian Activity Area applications with TfNSW for the town centres with the highest walking volumes and crash rates, starting with Campsie, Lakemba and Bankstown
- that Council write to the Minister for Transport seeking funding support under the Safe Speed Program, on the same basis as the Inner West rollout.

Our neighbours are getting safer streets with State funding. In Canterbury-Bankstown, our lives are worth as much – we all want to be able to get to work, the shops, the hospital and come home *alive*.

WalkSydney would be glad to provide additional crash data, the Inner West resolution and study, and the relevant TfNSW guidance, and to meet or speak by phone.

Kind regards,

Tegan Mitchell

President, WalkSydney
Canterbury Ward resident, Campsie

WalkSydney is the peak body advocating for walking in the Greater Sydney Region. Our vision is for walking to be the first choice for short trips around Sydney. Our three key asks are: a 30 km/h urban default speed; streets that are safe and easy to cross; and people walking prioritised over cars. WalkSydney is a member of the Better Streets coalition — a collection of hundreds of community organisations advocating for better streets in Australia.