



THE PEAK BODY FOR WALKING IN GREATER SYDNEY

18 August 2026

Dear Mayor El-Hayek and Canterbury Ward Councillors,

Subject: Pedestrian safety on Beamish Street, Campsie — request for a zebra crossing

I am writing both on behalf of WalkSydney, the peak body for walkability in Greater Sydney, and as a local resident, about the pedestrian refuge recently completed on Beamish Street, Campsie at the roundabout with Brighton Avenue. I am asking that Council now provide a priority zebra crossing at this location.

Photo of the brand new refuge on Beamish Street, a 50km/hr road

Beamish Street is the heart of Campsie. It is lined with shops, it is where people come, and it runs straight to Campsie Station — soon to reopen as a Metro station that will bring many more people walking to and through the centre. In the terms of the NSW Movement and Place Framework, this is a main street: a place where, in the framework's own words, walking, cycling and public transport are to be prioritised and safe, low-speed environments provided. It is exactly the kind of street where the quality of pedestrian crossings and footpaths matters most.

I have lived on Byron Street for over 15 years. I walk to the station and the shops regularly, and so do my two neighbours, who cannot drive. To reach the shops from Byron Street, we have to cross Seventh Avenue or Brighton Avenue. There is a refuge at each. Both are dangerous, and I am often afraid of being hit by a turning vehicle.



So I was overjoyed when Council said it would provide a crossing here, and asked for community views through a Have Your Say page. Like many others, I asked for a zebra crossing. Council has instead built a refuge — federally funded, according to the sign on site. If Council consults residents on a crossing, and residents ask for a zebra crossing, it is fair to ask what the consultation was for when a lesser treatment is delivered instead.

A zebra crossing is what Council's own vision calls for. Connective City 2036 commits Canterbury-Bankstown to a substantial increase in the share of trips made by walking, cycling and public

transport, and the Active Transport Action Plan identifies safe, connected walking infrastructure as central to that goal. A main street feeding a Metro station is precisely where that vision is tested.

Our concern is simple: a refuge, on its own, is the wrong infrastructure for this location — and Transport for NSW's own guidance shows why. A pedestrian refuge confers no right of way. As TfNSW's Pedestrian Crossing Guideline ([TS 00043](#)) sets out, a refuge provides a staging area that allows a person to deal with one direction of traffic at a time, but it does not require drivers to give way. A marked zebra crossing, by contrast, provides on-demand priority: drivers must approach looking for people crossing and must stop to give way. On a 50 km/h street carrying high volumes of people on foot to a station and a shopping strip, the difference between a staging island and a zebra crossing is the difference between people negotiating gaps in traffic and people having a legal, protected place to cross.

I remind you also that in the past two years more than 5 people walking have been killed and nearly 90 people have been killed or seriously injured according to [TfNSW Interactive road safety statistics](#). These are some of the worst outcomes for people walking in all of NSW.

Councils no longer need warrants for zebra crossings on local roads - a power conferred by TfNSW to try and address the imbalance on local roads where too much consideration is given to traffic flow and not enough to other users. Many councils have yet to use this unlocked power to improve walking infrastructure. Beamish Street is an unclassified road for which Council is the road authority. Now that TfNSW's warrant system is not mandatory, Council should provide a zebra crossing here, being close to a town centre so children and older or mobility-impaired people (as well as everybody else) have a safe way to cross the street.

WalkSydney is asking :

1. Is there any reason why a pedestrian refuge and not a formal zebra crossing was delivered at this location?
2. If this was due to warrants or similar traffic-prioritising logic, will Council now commit to upgrading the refuge to a zebra crossing ahead of Metro reopening to make it safe for pedestrians and consistent with its own strategic goals on increasing the proportion of walking trips?

We would welcome the opportunity to discuss this with Council's traffic and active transport officers, and are happy to provide any of the guidance referenced above.

Yours sincerely,

Tegan Mitchell, President, WalkSydney

CC: CBC Councillors - Blood, Raffan and Coorey for Canterbury Ward

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.

