

# Warringah Bike Plan Review

## Workshop Notes

Warringah Council Guringai Room

9 December 2008

### PUBLIC EDUCATION AND PROMOTION

- Education on use of shared paths is important.
- Generation gap of bicycle riders, need to re-teach bicycle skills to younger generation.
- Recreational riding can lead to commuting.
- Focus on short bicycle trips could encourage local riders.
- Ride to school as an important component.
- Attitudes of motor vehicle drivers towards sharing the road has real and perceived implications for cyclist safety.

### BICYCLE ROUTES

- Austroads updated standards need to be applied to the Audit.
- Roseville Bridge is a nightmare – needs to be more accessible. Works in the path on the northern side have made cycling more dangerous because the soft bitumen fill has subsided.
- Road conditions are important and Pittwater Road conditions are very poor which has an impact because people don't want to ride as they don't feel safe on the road.
- A good bicycle link (preferable off-road) from Warringah to Manly Ferry is an important in support of residents utilising a combination of cycling and public transport.
- Recreational riding can lead to commuting.
- Major bicycle commuter corridors are also important.
- Road crossings need to be easy and safe to provide continuity and links for off-road tracks.
- Separated bicycle paths are optimal for real and perceived cyclist safety.
- Ride to school as an important component.
- Links to adjoining Council areas and knowledge of what type of bicycle routes are being constructed across local government area boundaries is essential to ensuring bicycle route consistency.
- High quality, safe bicycle infrastructure is preferred over a longer period of time due to funding constraints, compared to quick-fix i.e. on-road bicycle lanes that compete with car doors. Request that no more car door bicycle lanes be constructed.

### BICYCLE PARKING & END OF TRIP FACILITIES

- The Ministry of Transport is looking into the effectiveness of various bicycle locker facilities at the moment – i.e. Provision of bicycle lockers, compared to bicycle cages and bicycle racks. (Warringah Council hopes to receive feedback from this research)
- It was suggested that Council could investigate working with existing local businesses, for example local sport centres to try and get secure bicycle storage and all-day lockers and associated infrastructure provided by them.

- The Ministry of Transport and NSW State Transit Authority were noted as not being very supportive of bicycles on buses due to liability issues. Other attendees noted that it has been achieved elsewhere in Australia so why not in NSW.
- Bicycle locker provision is only really successful in appropriately located and highly visible locations close to destinations.

### TOURISM

- Tourism was omitted an economic benefit in the presentation.

### COUNCIL PLANNING REQUIREMENTS

- Dee Why Town Centre re-development would provide a good opportunity to get bicycle planning right. With respect to bicycle routes, parking facilities and other infrastructure provisions.
- It was suggested that Council needs to discourage car driving, so decrease parking requirements in the DCP.
- The Transport Data Centre has found a correlation between decreased car parking at destinations and increased use of public transport. (Warringah Council is interested in obtaining a copy of this research)

### OTHER INPUT

- Dept of Health advised of the Northern Beaches Health Service Active Workplace Travel Plan 2009-2012 which aims to increase cycling at Manly and Mona Vale Hospitals (as well as some community health places) to 2% over three years from the existing 0.7%. A survey completed by 600 staff showed that improved shower and change facilities, and cycle ways separated from both pedestrians and motor vehicles were the main factors in encouraging people to ride. They estimate that 7% of staff will require lockers. An audit of existing bicycle facilities within Manly and Mona Vale Hospital shall occur. A fleet of bicycles is under consideration for local trips. They are also interested in any information on what is the best form of bike storage.
- Question regarding how often the Warringah Bike Plan should be reviewed. Every 5 years is optimal. (Noted)