

Bicycle NSW BikePlan Community Consultation Nowra workshop December 2008

Content

Notes from Workshop
NSW Bike Plan Consultation
Comments from Shoalhaven BUG meeting
Wollongong City Bike Plan
Shellharbour City shared path strategy (Draft)
Kiama Cycleway Plan
Shoalhaven PAMP

Nowra workshop notes

The workshop was held at the Bomaderry Bowling Club on 11 December 2008 and covered the southeast region including the Illawarra.

In attendance were:

Shoalhaven BUG
Kiama BUG
Illawarra BUG
Shoalhaven city council
Shellharbour City Council
Wollongong University
Local RTA staff
Mobile Bike Rental (bicycle hire proprietor)
Bega BUG sent their apologies

The workshop opened with a formal acknowledgement of the traditional owners of the land, and an introduction by Elizabeth Hole, Chief Operating Officer, Bicycle New South Wales.

This was followed by an overview of cycling history in New South Wales, and an outline of the *NSW BikePlan* by Mr. Matt Faber, from the PCAL NSW BikePlan team.

The workshop discussions included the following:

The workshop reinforced a common theme voiced at the previous workshops.

In order to encourage more people to cycle, we need to provide an environment where people feel safe and have a reason to ride.

An increase in the commitment towards improving communication and education to encourage mutual respect for all road and path users is also seen as one of the common goals.

General

Setting a cycle commuting target merely to match the other states, was seen as a soft option, and that we should be setting a cycle commuting target of 10% by 2016 and be seen as the premier state for cycling. (If Yarra can do it so can NSW.)

The needs of competitive cycling and training need to be included in the big picture: suitable locations to ride, good shoulder lanes, signage, etc.

Encourage short commute trips in normal working clothing at a leisurely pace. This could reduce the dependence on requiring end of trip facilities.

Campaigns to acknowledge good on road behaviour.



Support cycle friendly businesses.

Ensure that all information presented to the public is not ambiguous. The whole of government needs to be sending the same message and relevant information.

Interaction between Councils and BUGs

Assess the scale of work to be done, and work with local communities and BUG's to agree on priorities and to form a co-hesive strategy taking into account funding requirements.

The cycling community and BUGs should be seen as part of the review team as they have a better understanding of what will encourage more people to cycle.

The overall benefit of health and environmental gains for the community needs to be considered when evaluating the benefits of cycling infrastructure, not just the cost of providing these facilities for cyclists.

BUGs need to be proactively involved with councils at all levels, to encourage the inclusion of cyclists needs in development applications, road works, and any other development projects, to ensure the relevant standards and guidelines are employed.

Limit access to cars when considering DA applications and in council guidelines, and provide increased cycling/pedestrian access.

The red tape associated with cycling initiatives needs to be reduced.

Loss of momentum towards funding and building cycling infrastructure needs to be addressed.

Council's focus on PAMP has lowered emphasis on cycling.

Councils should encourage surveying cycling facilities and community needs.

BUGs and the wider cycling community to act as it's eyes and ears and report cycling hazards and issues.

This will improve road and sidewalk maintenance. Encouraging the community to interact will free up council staff for more useful work.

Kiama BUG is represented on Kiama's Roads Traffic committee, but other councils are reluctant to invite BUGs to join their Road Traffic committees.

Need to fully understand the role of Council Roads Traffic committees, as this has been a prominent issue throughout the workshops and no clear guidelines are available.

Councils Roads Traffic committee should be a prominent point of contact for airing issues.

Highlight cycling as a political issue during elections.

Take advantage of roads being passed back to councils from the RTA, taking the opportunity to make them cycle friendly.

Shoalhaven City Council is utilising the community volunteer labour force to build cycling infrastructure. Other councils have found it too hard to manage. We need to understand why it works in the Shoalhaven area and not in other areas, as volunteers are a valuable asset.

Councils should look to organisations that work with volunteers and also work with Volunteer Australia to solve these issues.

Safety and Education

Better education as to the responsibilities and rights of cyclists on the road: develop protocols to encourage mutual respect for all road/path users.

There is a need for separate dedicated cycle ways not shared paths.

Focus on providing more shoulder lanes not shared paths to link suburbs due to cost and distances.

Improved road treatments to cater for cycling, better road surfaces in cycle lanes. (Same as traffic lane.)

Promote correct behaviour at a young age with the Ride to School program.

Mobile cycle training facility to aid training in schools.

Advertising campaign to promote correct behaviour on roads and paths.

Safety networking to make it easier to find information, council, RTA, health, BNSW, etc.

Use local media and community groups to promote cycling.

Involve the whole community.

Push *ride to university* as separate issue to ride to school and ride to work. This needs to happen early in the university year and at the beginning of each semester.

Limit speed, on roads and shared paths.

Provide consistent, clear and friendly signage. There is a need to review current rules and standards.

Addressing issues associated with confusion in relation to cycling lanes, shoulder lanes and on road cycling.



Address the hazards connected to Car door death zone.

Make signalised intersections pedestrian and cycle friendly, to reduce the incidence of running red lights.

Investigate pedestrian/ cycle priority.

There is a lack of cycling signage suitable for cycling.

Provide accident information to support building better infrastructure.

Infrastructure

Improved design will create increased cycling awareness.

More focus is needed on providing safe cycling facilities on main road projects, underpass or over passes and at intersections, not just bicycles painted in breakdown lanes.

Provide a suitable riding surface on road shoulders and other cycling lanes.

Mark cycling lanes and shoulder lanes through intersections.

Off-road riding surfaces can be gravel, and need not always be tar or concrete.

Maps and identifiable cycling routes to connect the community.

Rollout the RTA mapping service and don't wait until its complete as it will always be a work in progress.

Include cycle crossings at all Signalised intersections with shared path crossings.

Improve cycle detection at Signalised intersections, and circulate information on how to best trigger lights at intersections.

Enforce cycle requirements from AustRoads Part 14, to improve consistency, and apply other relevant standards.

Ensure cycle lane markings are consistent and unambiguous.

Improve maintenance of roads / cycle routes.

Provide safer end of trip parking facilities.

Provide for bicycles on Buses, Trains and Ferries.

Add an addendum to the current planning laws to enforce cycling requirements on planners and developers.

Provide bicycle libraries and other cycle hire facilities.

Identify future cycling routes and ensure they are on maps, utilise existing corridors, and paper roads.

Remove any obstacles to allow rail corridors to be used.

Map Coastal cycleway corridors to ensure they are part of all land use plans.

Infrastructure planning needs to consider all cycling groups; BMX, Mountain Bike, competitive etc

Ensure development applications and other building requirements include cycling infrastructure.

Include cycle infrastructure funding in all projects.

Environment

Bicycle recycling would assist the environment.

Capture and promote environmental benefits of cycling.

Promote cycling in schools.

Road gradients need to be energy efficient. (Driving or riding over hills costs the environment by using excessive fuel.)

Address noise pollution.

Address visual pollution. (Review signage.)

Health

Women's bodies are designed for cycling.

Promote cycling at health and fitness centres.

Promote cycling as a low impact activity.

Promote cycling as a healthy activity at any age. (Never too old to start cycling.)

Provide information on training and the recreational health benefits of cycling.

Provide giveaways to promote the health benefits of cycling.

Involve the disabled. (Consider their needs.)

Improve cycling's image. (Not all cyclists are elite athletes wearing Lycra.)

Improve the appearance of bicycle helmets to make it "cool" to wear one.

Enlist the support of role models to promote cycling. (Liz to contact John Dee.)



All stakeholders need to work together.

How to promote cycling: including tourism

Remove red tape to make it easier to run tourism and commercial cycling activities.

Make it easier to organise charity events. Government and councils need to provide adequate support.

Capture cycling tourism opportunities, to promote the benefits to the community. (Comparative events, sightseeing, triathlons, etc.)

Rail trails need support from the whole of government to remove the barriers to access.

Improve the networking between BUGs and other cycling groups and communities.

Provide university (UNI) bike rental.

Target international tourism to promote cycling attractions.

Provide tax incentives for using bikes as a primary mode of transport.

Provide workplace incentives to promote cycling.

Locate funding resources through Google search.

Implementation

A whole of government approach is seen as a positive step towards a wide range of initiatives in order to enable us meet the goal of more people riding more often. This will only occur if we all work co-operatively.

It's important to build on what we have, through providing better education, better maps, and increasing public awareness of cycling opportunities, and the benefit to the whole community.

An additional tax on new cars could be dedicated to funding cycling infrastructure.

New housing developments, shopping complexes and similar projects to include cycle infrastructure. No project should be started without an active transport plan, that doesn't include cycling facilities.

Need a coordinated approach to planning of cycling infrastructure across the whole of government, including local councils.

Recommend rolling out the RTA's cycle mapping system to make it accessible to the public.

The maps will enable better planning of infrastructure, and allow cyclists to better plan safe cycling routes.

Auditing: Check sheets and documentation

A rigorous cycle focused auditing protocol needs to be established for all projects that impact on cyclists. The process should start at the project concept stage, to ensure the needs of cyclists are included, and continue to be included throughout each step of the project, with a final cycle focused audit when the project is completed. This will ensure all aspects are covered, and allows for the opportunity to improve elements learnt along the way.

It would be prudent to include the involvement of individual cyclists and cycling groups at the auditing stage to work in partnership with the RTA and council's designated cycle specialist, to ensure that the relevant standards and protocols are met. This will ensure a strong focus on the needs of cyclists, who are familiar with local conditions, and can provide valuable input and advice on the minor details often overlooked at a higher level within projects.

To aid in the auditing process it would be useful to have comprehensive check sheet focused on cycling needs.

We should also assist council and the RTA by regularly auditing and reporting on the condition of our cycling infrastructure. Cyclists are in the best position to report hazardous road conditions and infrastructure maintenance problems quickly.

Updating documents

The new bike plan, council bike plans, and similar documents, should be regularly updated as projects are amended or completed, to ensure they remain current.

Out of date and incorrect information is of little value to cyclists. It creates confusion and impedes their enjoyment and safety.

