

NSW Bike Plan

Submission by:

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Proposal Summary

- Encourage bicycle commuting through multi-mode travel strategies.
- Infrastructure development to focus on:
 - Secure parking at modal transitions and
 - Segregated cycle paths along feeder routes to public transport access points

Two Strands of Bicycle Commuting

1. Regional commuting characterised by:
 - a. Relatively long commute distances >10km
 - b. Across multiple suburbs
 - c. Frequently utilises major arterial traffic corridors
 - d. Requires high commitment for ongoing practice
 - e. High proportion of single mode door to door trips
 - f. Cyclists generally of advanced ability and confidence riding in mixed traffic situations
 - g. Typically requires access to end of trip facilities
 - h. Infrastructure needs emphasise requirement for unbroken high speed travel
 - i. Travel on existing major roads often regarded as optimal if less than ideal.
2. Multi-mode commuting
This strand offers large potential for short term development of Bicycle Commuting
 - a. Cycling distances typically up to 5km
 - b. Infrastructure needs emphasise requirements for:
 - i. secure parking at mode transitions
 - ii. segregated paths
 - c. Commuters likely to vary widely in cycling capability
 - d. May be considered practical by new cyclists
 - e. Can be conducted with basic bicycles and normal daily clothing

Benefits

1. Vehicle Congestion
Both regional commuting cyclists and inter-modal cyclists provide an immediate reduction to vehicle traffic congestion on existing roads.
2. Public Transport Efficiency
In planning new services concerns are often expressed that limited patronage will mean the planned service will not be viable. Encouragement of inter-modal cyclists however is a highly effective strategy which increases the effective catchment area of the service. Expansion of the catchment by at least 5 times can be anticipated.

Within most urban areas of NSW populations densities are sufficient to support even heavy rail when complemented by a commitment encouraging inter-modal bicycle commuters.
3. The health benefits of cycling are well documented

Challenges

1. Growth of inter-modal commuting will generate a corresponding increase in demand for public transport. Existing Public Transport facilities are coping poorly with current patronage.
Note: This may be tempered over time as new cyclists gain experience and transition to longer regional distance commuting.
2. Helmets are often seen as hindrance
3. Business District traffic conditions are hostile to cyclists
 - a. Reduce speed limits with central business districts
 - b. Restrict vehicle access to central business districts
 - c. Restrict vehicle parking within central business districts
4. Traffic regulations permitting vehicle parking within cycle lanes makes their use as cycle lanes meaningless and generates a cycling safety hazard.
 - a. Cycle lanes must be regulated and controlled for exclusive bicycle use.

Conclusion

Bicycle use and facilities must be planned as an integral part of the NSW transport system. At the current time the characteristics of ***bicycles travel modes provide expanded options for breaking the cycle of car dependency*** which exists through much of urban NSW.

Bicycles provide an effective travel option where local bus services may not be viable due to marginal population densities. By linking local district bicycle commuting to interchanges with ***express bus services*** and ***trains***, car dependency can be reduced, traffic congestion can be reduced, pollution can be reduced and personal activity levels increased improving the general health of society.

To achieve this conditions must be provided which encourage cycling. Excellent quality **secure** parking must be available and access to transport interchanges must be via **segregated high standard bicycle paths**.