

COMMENTS FROM BUG MEETING 3 December 2008

1. *Cycling Safety and Behaviour change* Examples: of good/safe vehicle behaviour and poor/dangerous/conflicting vehicle behaviour

Taken from: a) Tour operator experience in regional NSW and Victoria
b) BUG riders in the Shoalhaven

Comparing: terrain, road classification/surface, climate, coast vs inland, remote vs rural urban, etc

Draw this together : preconditions for safe, enjoyable, cycling in regional areas without conflict with vehicles

COMMENTS

1. Behaviour change by riders

- a. cyclists must be predictable ie signal your intentions
obey traffic rules
stop at stop signs
- b. recreational cyclists should plan rides to avoid conflict with cars ie not in peak travel times such as commuting times, holiday peaks, and use quiet back roads where possible.
- c. acknowledge good driver behaviour with a wave.
- d. always wear safe bright colours.
- e. narrow rural roads, heavily laden vehicles – cyclists get off the road and let them through.
- f. Old fashion courtesy – share the road.

2. Behaviour change by motorists

- a. Give cyclists lots of room ie cross to the middle of the road as a matter of course if safe (whether there are unbroken lines or not?).
- b. education to bus/truck drivers and learner drivers about how much their vehicles air displacement effects a cyclist.
- c. Old fashion courtesy – share the road.

3. Behaviour change by pedestrians

- a. Shared pathways – pedestrians/runners keep to left, keep dogs under strict control, be alert (headphones/telephones?).
- b. middle line and lots of signage explaining conventions and rules for shared pathways.

4. Attitude change by all

At the local level, there needs to be an attitude change by all. Rather than cars, bicycles, and pedestrians competing for funds for their safety, it should be a joint community effort to work out how everyone can be safe. All are legitimate ways of getting about.

2. *Cyclists Needs*

a) Shoalhaven "Safer Places to Cycle" map

Your vision, my evidence.

A demonstration of the **principles** behind this project - leading to an increase in safe enjoyable cycling within our urban areas

b) From the BUG and Tour Operator perspective:

Present a picture of the needs in Shoalhaven of:

the *recreational* cyclist;

the *utility* cyclist; and

the *touring* cyclist.

NEEDS OF REGIONAL RECREATIONAL AND TOURING CYCLISTS

1. Road shoulders

are Number **ONE** priority for cyclists and should be:

on every road which has frequent traffic;

marked by a white line;

have the rumble strips (reflectors) **on** the line, not inside it (road bikes slip, blow tyres on those strips);

be regularly swept of gravel, glass, and other rubbish and have all grass and branches removed;

more important to fix potholes **on** the shoulder than the rest of the road;

2. Northern Shoalhaven roads

a. new section of Princes Hwy Parma Rd to Forest Rd – western side shoulder is an absolute necessity.

b. Separate all-weather cycleways;

Shoalhaven Heads to Gerroa

Worrigee Rd to Forest Rd (via Vineyard Road)

Terry Threlfall

7 December 2008.