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NSW Bike Plan CONSULTATION: November 17, 2008

session	TOPICS	Wagga Wagga OUTCOMES	comment
10.00-12.00	<i>safety & behavioural change</i>	<p>STRAGIC AIM: WAGGA WAGGA WILL BECOME BICYCLE FRIENDLY BY 2012</p> <ol style="list-style-type: none"> SCHOOL EDUCATION COURSES CERTIFICATION of SCHOOL STUDENTS following PRACTICAL COURSE TRAINING similar to/same as motor bike course P plate license questions re bike rights Advertising awareness of cyclists Widening roundabouts to prevent SQUEEZING; Catering for hook turns at roundabouts —especially dual lane roundabouts by providing from curbside lane to centre lane signed coloured green lead-in strip with white rumble borders Catering for continuance at left turn only lanes Create shoulders on local roads with unbroken centre lines PROVIDE END-of-JOURNEY SECURITY AWARENESS RAISING — refer to implementation strategies below in 2.30pm session 	<ul style="list-style-type: none"> web base bike training materials needed; Certification may allay parents fears of their child's deficit capabilities; p plate drivers elicit aggressive (squeezing, tooting, speeding) rather than anticipative behaviours especially in roundabouts... hook turns require cyclists to move to the median lane across the curbside lane. 6) When continuing straight ahead in the curb shoulder lane, cyclists must move to median lane Essential bike accessories such as lights, hand pump, tool kit can easily be stolen even though bike is secured
12.00-12.45	<i>needs</i> <u>CHILDREN:</u> <u>primary &</u> <u>secondary school</u>	<p>STRATEGIC AIM: CYCLE PATHWAYS WILL BE INSTALED TO ALL STATE PRIMARY AND SECONDARY SCHOOLS FROM FEED SUBURBS BY 2012</p> <ol style="list-style-type: none"> SHARED FOOTPATHS — link: <ul style="list-style-type: none"> Suburbs to Schools & Local Shops Schools to Sports Facilities; Suburbs to CBD SCHOOL BIKE SECURITY PROVISION EDUCATION PROVISION 	<ul style="list-style-type: none"> education in <ol style="list-style-type: none"> skills development in bicycle handling techniques, safety clothing for head and low visibility, sharing pathways with other riders, pedestrians and disabled mobile vehicles crossing at road intersections bicycle maintenance market: shared pathway etiquette



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session	TOPICS	Wagga Wagga OUTCOMES	comment
	<i>needs</i>	STRATEGIC AIM: A. TO DESIGN, DEVELOP AND COMPLETE FIVE RECREATIONAL BIKE ROUTES & LINKS BY 2012	
	<u>RECREATIONAL & TOURING CYCLISTS</u>	<p>1. SIGNED LOCAL ROUTES WITH SAFE SHOULDERS INITIALLY AT UNBROKEN CENTRE LINES & INCREASING TO WHOLE OF ROUTE(...in collaboration with other LGAs).</p> <ul style="list-style-type: none"> a. Riverside Precinct & Hampden Bridge crossing; b. CBD links to mountain bike sites c. Gregadoo loop; d. Wagga Wagga to Oura e. Wagga Wagga to Uranquinty to Livingston NP via San Isadore and Kapooka f. Wagga Wagga to Currawarna g. Wagga Wagga to Wantabadgaree/Adelong h. Wagga Wagga to Holbrook/Jingellic i. Wagga Wagga to Ganmain/Coolamon/ j. Wagga Wagga to Junee/Temora k. Wagga Wagga to Lockart 	<ul style="list-style-type: none"> • Link to Murrumbidgee River Railtrail.
		STRATEGIC AIM: B. TO COMPLETE RIVERINA HIGHLANDS RAILTRAIL TO LADYSMITH and branching to BORAMBOLA BY 2012	
		2. RAILTRAIL TO BORAMBOLA and then to TUMBARUMBA	<ul style="list-style-type: none"> • First stage to <ul style="list-style-type: none"> ✓ Forest Hill (RAAF Museum) and Borambola (Sport & Rec. facility) / ✓ Tumbarumba to Rosewood
	<u>COMMUTING AND UTILITY CYCLISTS</u>	STRATEGIC AIM: A. TO HAVE END-OF-JOURNEY CHANGE FACILITIES IN ALL GOVERNMENT DEPARTMENTS AND 20 PRIVATE EMPLOYMENT PLACES BY 2012	<ul style="list-style-type: none"> • Most motor vehicle trips are about 2 kilometers in length — a distance that could easily be cycled with proper cycle infrastructure.



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session	TOPICS	Wagga Wagga OUTCOMES	comment
	<u>COMMUTING AND UTILITY CYCLISTS</u> (continued)	<p>B. TO LINK SUBURBS WITH INDUSTRIAL ESTATES , DEFENCE INSTALATIONS, RIVERINA INSTITUTE & CSU WITH SAFE COMMUNTING BIKEWAYS BY 2012</p> <p>C. TO LINK SUBURBS WITH LOCAL SHOPPING CENTRES AND CBD BY 2012</p>	<ul style="list-style-type: none"> Casual and semi-skilled/shift process workers would be encouraged to seek work if safe bike access were available Households would be encouraged to re-provision by cycling rather than driving if safe cycleways were available. Major health problems resulting from endemic sedentary lifestyles could be prevented by daily utility cycling
01.45-02.30	infrastructure	<p>STRATEGIC AIM: A</p> <p>TO FORM A SUB-COMMITTEE OF THE TRAFFIC COMMITTEE TO PLAN, COST AND FINANCE THE ABOVE STRATEGIC AIMS BY JUNE 2009</p> <p>B</p> <p>TO DETERMINE COMMUTING AND UTILITY ROUTES BY JUNE 2009 THAT ACCOMMODATE:</p> <ul style="list-style-type: none"> existing infrastructure school children and adult needs suitable cycling gradients avoidance of busy roads <p>C</p> <p>TO INFLUENCE ALL GOVERNMENT DEPARTMENTS AND 20 MAJOR PRIVATE ENTERPRISES TO INSTALL WORKPLACE EOJ CYCLING FACILITIES BY JUNE 2009</p>	<ul style="list-style-type: none"> Cr Goodlass, BWW, MBWW & 3 commuting/utility cyclists of the community be included as members of this Sub-committee. Include with the Terms of Reference of Traffic Sub-Committee A role for the proposed Traffic sub-committee



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		<p>D TO LIAISE WITH STATE RAIL TO CONVERT TUMBARUMBA LINE TO CROWN LAND CORRIDOR FOR CYCLING & GAIN COMMITMENT BY JUNE 2009</p> <p>E TO WORK WITH REROC COUNCILS TO COMMIT TO THE ABOVE RECREATIONAL CYCLING ROUTES BY JUNE 2009;</p> <p>F TO IMPLEMENT THE PLANNED OUTCOMES FROM A. ABOVE BY 2012</p>	<ul style="list-style-type: none"> • Work with Riverina Regional Development Board with this strategy.
02.30-03.00	implementation	<ol style="list-style-type: none"> 1. refer to strategic aims in above sessions. 2. Subsume the above strategic aims in present WWCC Operational Plan; 3. BNSW—Wagga Wagga office established in Wagga Wagga to drive the implementation of 1. above strategic aims and their evaluation & marketing <ol style="list-style-type: none"> a. establish links with: <ol style="list-style-type: none"> i. WWCC through Traffic Sub-committee; ii. REROC Councils; iii. Tourism NSW; iv. Riverina Regional Tourism v. Local media b. set up and implement cycle infrastructure programme monitoring and evaluation protocols; c. advertise 90 day reports on b. above d. prepare on-going local strategies to increase cycling and liaise & market across cycling network 	<ul style="list-style-type: none"> • Even leaving aside the climate change demands of IMMEDIATE ACTION to curb carbon emissions, the whole of community mental and physical well-being requires resources to be prioritised to implement cycling infrastructure • BNSW is presently Sydney centric. This outcome is an attempt to: <ul style="list-style-type: none"> ✓ break this nexus ✓ provide the essential support for regional ongoing implementation and evaluation.



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		4. <i>Rescind the cycleways RTA funding requirement that LGAs pay for 50%</i>	• <i>cycleways are now a <u>must have</u> for the benefit of NSW as a whole and no longer confined to the benefit only of the local community</i>