

Bicycle NSW Bike Plan Community Consultation Newcastle workshop December 2008

Content

Notes from Workshop
NSW Bike Plan Consultation
NCM Input to the review of Bike Plan 2010
NCM BIKE PLAN FRAMEWORK 2008 - ver4

Notes from Wagga Wagga workshop

The Bicycle NSW Central and Mid North coast NSW BikePlan workshop was held on 9th December 2008 at Newcastle City Hall.

In attendance were:

Gosford Council
Health NSW (NSCCAHS local representative)
Newcastle Cycleways Movement
Newcastle Critical Mass
Newcastle City Council
Lake Macquarie City Council
Newcastle Education – local representative
Local RTA staff

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. Daryl Ninham, from the PCAL NSW BikePlan team.

The workshop discussions included the following:

The workshop was held in the Newcastle Room, Newcastle City Hall, on 9 December 2008. This was the last of the regional State Bike Plan workshops hosted by Bicycle NSW. The workshop attendees included local cycling groups, council and RTA representatives.

The workshop was opened with an acknowledgement of the traditional owners of the land, followed by introduction and opening remarks by Elizabeth Hole, chief operating office, Bicycle New South Wales. Matt Faber, from the PCAL NSW BikePlan team, provided a history of cycling in NSW and the RTA's involvement.

Riding in shoulder lanes was debated at length, with concerns raised as to the risks posed to cyclists when needing to move into traffic lanes to pass parked cars. It was generally considered that riding in the shoulder or car door death lane should be discouraged and the road marking system reviewed to improve cycling safety, noting poor driver vision due to the common use of high back car seats in cars.

An increase in the commitment towards improving communication and education to encourage mutual respect for all road and path users was also seen as a common goal to encourage more people to cycle.

Working with councils

Updating of council bike plans.



Better signage required on bike routes.

On road cycle logos are confusing to both cyclists and motorists and need to be reviewed.

Signage guidelines and standards are not clear and do not encourage continuity of signage, resulting in confusion and conflict between shared path users and roads users.

It would be useful to have a designated cycling/pedestrian contact person within each council who is focused on pedestrian and cycling needs.

Attendees commented on the lack of progress and commitment to continuing the Fernleigh Track.

Better web based safety and general cycling information to be provided.

Cycle paths, shared paths and on road standards need to be reviewed and enforced, to provide a more friendly and safer cycling environment.

Better public consultation, including community consultation groups, would produce more suitable infrastructure.

Campaigns to encourage mutual respect for all road and path users.

Discourage the use of Ipods and walkmen when cycling and walking on shared paths.

Install more behavioural signage along shared paths.

Review the use of shoulder parking lanes as cycle lanes, as these are seen as Car Door Death Lanes.

Provide signage and maps to guide cyclists to the safest commuting routes.

Provide separated pedestrian and cycle paths in high use areas (separating pedestrians and cyclists with lane markings).

Provide more cycle training and encouragement at schools.

Identify and mark safe routes to schools.

Include cycling questions in driving tests.

Develop shared path awareness campaigns in the media.

Council and the RTA to provide safe routes to by-pass road and shared path work, ensuring suitable signage.

Remove additional fares for carrying bicycles on trains (even if only for students).

Infrastructure

Build the missing route links.

Better utilisation of open space to link the community.

Provide safe bike storage as part of all new commercial developments.

Provide a cycle link between the University and Railway Station, and adjust train timetables to better accommodate University lecture programmes.

Council and the RTA need to work together to produce a cycling map of the area, preferably internet based.

Encourage the use of path/road stencilling rather than post signage, as these are more visible to cyclists and less prone to vandalism.

Encourage planning departments to provide a coastal cycleway corridor map, to ensure the coastal cycleway is included in all land use plans.

Provide for bicycles on trains and buses.

Utilise Rail corridors for cycling.

Ensure that existing public access ways, such as stock routes and paper roads remain in public ownership and are utilised as cycling routes.

Environment

Reduce the damage to shared paths and improve the environment by planting suitable native plants to reduce mowing by large tractors.

Utilise cycle and shared path corridors as environmental study areas and as wildlife corridors.

Building shared path and other cycling infrastructure will reduce our environmental footprint.

Subsidise rather than penalize cyclists for taking bikes on public transport, as they are reducing our environmental footprint.

Publicise bicycle usage.



Tourism

Five thousand copies of cycle guide to be produced and circulated throughout Bike shops and tourism outlets.
More effort is required by council to promote cycle tourism.

Include cycling in the Wild Side Festival with the RTA bike week support.

More cycle tourism information on tourism websites to publicise local area cycling opportunities.

Provide directions to cycling information including cycling routes to tourism outlets at distinct entry points.

Encourage tourism and accommodation outlets to promote cycling.

Promote and signpost coastal cycle paths.

Making it happen

Long term planning and a commitment to funding is required to make it happen.

Cycle infrastructure to be part of all projects including government projects such as schools and hospitals.

Infrastructure spending needs to focus on attracting the 90% of non-cyclists to cycling.

Cycling infrastructure needs to be part of all development proposals as per the Planning for Walking and Cycling guidelines.

Cycling infrastructure funding needs to be a dedicated separate item within road and footpath budgets.

A cycling plan should form part of all new relics proposals.

Promote tax incentives for providing cycling infrastructure donations.

