



Life's better on a bike!

Bicycle NSW submission
NSW Ministerial Reference Panel on the
NSW Government's Transport Blueprint for Sydney's Transport Future
October 2009

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Table of Contents

Executive Summary	4
1. About Bicycle NSW	5
2. Our strategy and the way we work.....	6
Cycling and young people: getting to education services.....	6
Cycling by women and girls: closing the gap.....	7
Cycling to work: <i>Smart Commuting</i> program	7
Cycling catchments and connectivity	7
3. Recent Bicycle NSW submissions on urban mobility	9
Sustainable Cities	9
Taxation and the National Transport Commission	9
Investment of Commonwealth and State funds in public transport infrastructure and services	9
4. The NSW Transport Blueprint	10
Scope of invitation	10
5. Comments on a strategic approach	10
5.1 The new department of Transport and Infrastructure.....	10
5.2 A strategic, long term focus for transport planning.....	10
5.3 Alignment of Transport Blueprint with Metropolitan Strategy	11
Critique of draft City Centre planning: towards improvements	11
Top-down and bottom-up planning: ground-truthing what actually happens - another improvement.....	11
6. Improving the current transport system	12
6.1 Improvements at local levels has wide benefits.....	12
6.2 Managing utilities' repairs.....	12
6.3 A metropolitan transport authority.....	13
6.4 Cycling to be incorporated in other sectors actions - short and longer term ...	13

7. Cycling as a transport service, an element of Sydney’s transport system	14
Toward more ‘people-friendly’ transport services.....	14
Cycling as part of integrated transport policy	14
Integration of cycling infrastructure with public transport	15
Planning for metro-rail	15
Upgrades of ferry wharves and railway carriages	15
Integration of cycling infrastructure into all contracts/grants	15
Our principles in proposing major initiatives	16
Quick win: installation of bicycle parking shows symbolic commitment	16
Initiative 1: Mainstream cycling into the transport system.....	16
Initiative 2: Take systemic measures for safer cycling.....	17
Initiative 3: Building cycling infrastructure	17
Initiative 4: Governance.....	18
Initiative 5: Funding	18
References.....	19
Appendices	23
Appendix 1 - Bicycle NSW’s Strategy 2008- 2011	23
Appendix 2 - Replacing short car trips, centres, and trip generators.....	23
Trip generators as a focus for increasing the level of cycling.....	24
Appendix 3 - UK Transport: cycling at the heart of transport policy	25

Executive Summary

Bicycle NSW welcomes the invitation to provide a submission to the NSW Transport Blueprint for the following 3 reasons:

- a) The invitation demonstrates the increasing awareness in government of the contribution that bicycle riding can make, not only to our transport system, but also in the areas of health, environment and the liveability of our communities.
- b) The invitation signals government interest in increasing ongoing dialogue with Bicycle NSW about ways in which levels of bicycle riding in the community can be increased.
- c) The approach being taken is strategic (30 year time frame, aligned with the Metropolitan Strategy) and thus signals an opportunity for the creation of outcomes based on good public policy.

In preparing this submission we have sought input from our members and other stakeholders to bring together as many useful ideas as we can. We have done our best to structure this document in a way that puts these ideas into a coherent framework - but we stress that we believe ongoing dialogue in policy development and delivery is the most effective and efficient way in which we can contribute to outcomes.

Responding to the Panel's request for major initiatives for inclusion in the Blueprint we have concluded this document with a quick win and 5 initiatives. In summary these are:

Quick Win - installation of bicycle parking at key transport hubs and in urban centres, providing a highly visible symbol of commitment to encouraging bicycle use

1. Mainstream provision for bicycle riding into the transport system - integrate into such things infrastructure and land use planning, congestion management, funding, coordination, communications and ongoing maintenance.
2. Reducing Traffic Speeds in the Centres - making it safer and more attractive to ride
3. Build Bicycle Infrastructure - safe separated bicycle paths are the key to getting more people riding. Target construction to where most transport system benefits to be gained - eg @ 8 km radius of train stations to significantly increase catchment, provide routes to major trip generators such as schools and tertiary institutions, complete "missing links" in current network. Making use of available land corridors.
4. Governance - facilitating Bicycle NSW collaboration in the final drafting of the NSW Bike Plan, and develop ways to better align local, state and federal government resources and projects in this space.
5. Funding - developing funding support that recognises the wider contribution to the community that comes from bicycle riding and developing delivery mechanisms that recognise the range of stakeholders involved.

We welcome further discussion and questions.

1. About Bicycle NSW

Bicycle NSW is an incorporated member based association operating as a not for profit peak community organization established in 1976. It has since grown to close to 11,000 members today. The regulations pertaining to the Associations Incorporations Act 2009 are yet to be finalised, but Bicycle NSW is likely to be considered a “Tier 1” association for the purposes of this Act.

Bicycle NSW is governed by a 9 member volunteer Board, with 6 Board positions elected by the membership and 3 appointed by those 6 Board positions elected by members. The Bicycle NSW constitution is based on the model rules contained in current regulations. The organization employs full and part-time staff, and is supported by many volunteers from across the community.

In recognition of the environmental importance of cycling, the Federal Government has accepted the Bicycle NSW Environmental Trust onto the register of Environmental Organisations, with consequent taxation benefits for donors.

Bicycle NSW has 50 affiliated local community-based Bicycle User Groups (BUGs) around NSW. A key role for Bicycle NSW and BUGs is to work closely with State and Local Government to assist in the planning, design and delivery of bicycle infrastructure. BUGs also run over 100 community based rides throughout NSW every month. These rides help to encourage members of the community to take up riding regularly and to gain the benefits of regular physical activity. Other activities of BUGs include running stalls at festivals to distribute maps and information and provide advice, providing ‘valet bicycle parking’. Some volunteers have also completed Ride Leader training and lead bicycle rides and serve as ‘buddy cyclists’ (or even Bike Bus leaders) to people wishing to ride on the roads or find a safer route to work.

We work collaboratively with many areas of government, industry and the community (including over 800 committed volunteers) to deliver broad-based community participation cycling events and programmes. These play a key role in lifting the profile of cycling and encouraging members of the community to engage in healthy physical activity in a safe and enjoyable social setting.

The organisation provides a range of insurance products and cycling-related services to its members. Bicycle NSW also publishes a national bi monthly magazine Australian Cyclist six times a year regular electronic newsletters and a website:

www.bicyclensw.org.au/content/home

2. Our strategy and the way we work

Bicycle NSW's Strategy 2008- 2011 is attached as *Appendix 1*.

It is well established that that the single biggest factor preventing more people cycling is neither bicycle ownership nor lack of motivation, but the lack of safe places to ride and connected networks (safe places to ride) that enable people to cycle to places to which they want to go (reasons to ride). These two outcomes work in unison rather like pedals on a bike (as illustrated in *Appendix 1*)

As an organisation we seek interventions that we believe can most effectively assist in delivering one or both of these outcomes.

In September 2009, Bicycle NSW moved from central Sydney CBD to Sydney Olympic Park at Homebush. This new location situates Bicycle NSW closer to new opportunities in areas where cycling just starting to show the popularity now evident in the Inner West and Sydney City sub-regions.

Cycling and young people: getting to education services

Bicycle NSW engages with young people, through its Ride2School program. Through this program 370 schools have registered with Bicycle NSW.

Cycling is affordable, healthy and available to young people for getting around, have fun and later, get to tertiary education and jobs, without owning or even having access to a car - or relying on parental taxi services.

In the Sydney metropolitan area, cycling to school is constrained by:

- the availability of safe routes, particularly road crossings
- the proximity between home and school
- parents driving to work prefer to drive their child/children to school
- school policies about bringing bicycles to school.

In addition to schools, more institutions of higher education in Sydney are developing transport access programs within which actions to enable cycling are beginning to take place.

The Commonwealth government's new policy on higher education has a budget to increase the participation of young people in tertiary study (Bradley Review, 2008). Its targets for 2020 are to achieve more than a 10 per cent increase, with a higher proportion from low socio-economic backgrounds. Therefore the demands for travel to higher education campuses and pathways programs, affordably, in the targeted age cohort will increase considerably within the coming decade.

Cycling by women and girls: closing the gap

Bicycle NSW has responded to the uneven ratio of men and women cycling through the creation of Gear Up Girl activities. From a single workshop in 2007, Gear Up Girl events now extend to challenge rides in NSW and interstate, regular bicycle maintenance workshops and riding skills development courses.

Cycling to work: *Smart Commuting* program

Bicycle NSW supports workplaces in adopting “workplace travel plans” and provides guidance on the development of safe routes to work. There are 265 workplaces in NSW registered in the program.

Cycling catchments and connectivity

The way we work is strongly influenced by our understanding of the efficiency of cycling as a means of transport and the potential for improving safe cycling routes to reach public transport and places. The twin concepts of catchments and connectivity are essential to increasing the levels of cycling which itself is predicated upon the availability of safe routes - part of the ‘transport service’ for cycling.

As the recent Senate Transport Committee observed, the value of providing public transport is “multiplied several times when you increase the connectivity between cycling and walking activity and using buses and trains” (Senate Report 2009). A 10 minute bicycle ride at 20km/hour increases the catchment area of a public transport stop up to 15-fold.

Public transport and cycling has a valuable synergistic relationship for the Sydney transport system that could be better exploited. The synergy enables households to reduce their level of car ownership by adding in car sharing (distinct from car pooling) and allows the household to live car-free or at least with one rather than two cars - this approach has significant potential for single person households.

For people not familiar with cycling, it is useful to understand the efficiency of cycling. The mechanical advantage of pedalling allows a person to travel at four times the speed and thus four times further in the same time than a person who walks.

The poster below for Wetherill Park College of TAFE below shows its 20 minute walking catchment and its much larger 20 minute cycling catchment.



Illustrating the walking catchment and cycling catchments presents new possibilities for people to walk or cycle because it equips them with a different mental map for getting about. Simple catchment diagrams like the one above, can be used in consultations with communities, such as those convened by Canada Bay Council for the Five Dock Local Area Traffic Management Plan.

Conventional street directories are predominantly designed for navigating places by car, seeing the world through a windscreen, rather than by foot or by bicycle. The map for the co-located campuses of the Royal Prince Alfred Hospital and the Area Health Service (then Central, now part of Sydney South West) highlights suggested bike routes on road and routes on the footpath for young or less experienced cyclists as well as depicting its catchment for a 10-15 minute bicycle ride, *Bicycle Map: Smart routes for getting to Royal Prince Alfred Hospital and The University of Sydney*. This map has been very popular and motivated more people to cycle or walk rather than drive or use crowded public transport, as well as help accumulate their daily 'dose' of 30 minutes of physical activity.

Simple catchment maps or more sophisticated bicycle maps are useful to trip generators preparing transport access guides
www.rta.nsw.gov.au/usingroads/traveldemandmanagement/transportaccessguides/index.html

Potential exists for our work to extend now that other education and health campuses across Sydney are becoming aware of the benefits of enabling more people to cycle there by creating more cycling-friendly conditions.

3. Recent Bicycle NSW submissions on urban mobility

The cycling community and Bicycle NSW in particular, appreciate that cycling needs to become part of urban transport for Australian cities, if they are to become more liveable and sustainable.

The submissions mentioned below are relevant to the strategic, long term focus of the NSW Transport Blueprint Panel.

Sustainable Cities

The House of Representatives report on Sustainable Cities supported not only measures for more sustainable transport, water, and energy but for appropriate institutional arrangements/governance to move towards sustainability.

Taxation and the National Transport Commission

Earlier this year Bicycle NSW made a submission to the Commonwealth Treasury on Australia's future taxation system (the Henry Review) focussing on reforms to the car fringe benefit tax concession. Affiliated BUG BikeSydney responded to the review of the National Transport Commission to encourage the development of bike-friendly capability.

Investment of Commonwealth and State funds in public transport infrastructure and services

Bicycle NSW made a submission to the Senate Transport Committee's inquiry.

The Senate Committee's report makes some relevant observations for the process of long-term strategic transport planning.

The Committee's report and particularly Chapter 4 Improving Public Transport - of direct relevance to the Transport Blueprint - makes a series of points about the need for complete, connected and legible networks with integrated information services for public transport services that apply similarly to cycling networks. Indeed, the Chapter also presents a succinct account of the need to integrate cycling and walking measures with public transport, as discussed below.

Chapter 4 proceeds to set out:

- the need for better institutional arrangements
- the need for a strategic transport plan
- the need to integrate transport planning and urban planning
- the need for infrastructure investment
- issues for rural public transport
- special needs public transport, community transport.

The Committee made an overall concluding comment on the need to plan for long term change.

"The important thing is to set a trend to reduce car-dependence in the long term by creating incentives for behaviour change and providing the means for that change to occur..." (Senate Report 2009 p. 51).

Bicycle NSW supports this approach and commends it to the Ministerial Panel for the NSW Transport Blueprint.

4. The NSW Transport Blueprint

By this written submission, Bicycle NSW is responding to the invitation from the reference panel focusing on the Sydney Metropolitan Area. The Blueprint is intended to develop:

- a range of strategies and actions up to 2036, and align with
- the Metro Strategy comprising its centres and sub-regional plans so as to better integrate land-use and transport planning.

Scope of invitation

The invitation sought our views on:

- A. the current transport system
- B. how it could be improved over the next 30 years , and
- C. major initiatives that could be undertaken.

Our submission follows this structure, with improvements in section 6 and major initiatives in section 7.

5. Comments on a strategic approach

5.1 The new department of Transport and Infrastructure

Bicycle NSW believes there are great benefits in combining the governance of roads and public transport to provide ‘transport services’. This is a step towards a “whole of Government” approach to encouraging bicycle riding that we have been advocating for a number of years.

We further recommend consideration of the five goals of the new UK transport plans to 2014 that incorporate aspects of social equity, safety, health, environment and climate change aspects (Stern report) (UK Department for Transport, 2008,2007; SDC 2008).

5.2 A strategic, long term focus for transport planning

Bicycle NSW recognises the value of strategic long-term plans for transport networks and services covering the Sydney metropolitan area. We recognise that such a plan provides a context within which to set priorities for major transport infrastructure and asses project proposals; arguably bicycle riding has stronger synergies with rail modes rather than bus modes.

A longer term and broader view reveals opportunities to incorporate bicycle infrastructure into rail corridors, but also into other land corridors over which the government has control - such as the pipelines (as used extensively in western Sydney) and the parks and reserves which border the many creeks and stormwater facilities throughout the metropolitan area. Over the next 30 years we see the transport system being affected by significant factors or ‘driving forces’ (such as rising energy prices, population growth, need for emissions reductions, community health) that strengthen the case for investing and providing better for cycling transport services to raise the level of cycling trips, as both single mode and combined mode, as a proportion of all trips.

5.3 Alignment of Transport Blueprint with Metropolitan Strategy

The intended alignment between the Transport Blueprint and the Metropolitan Strategy should become beneficial with respect to the development of connected, multi-modal networks and governance across the metropolitan area.

Currently, major roads often present difficulties to people who wish to cross, whether on foot or bicycle. Major roads in Sydney are often jurisdictional boundaries making it harder to achieve continuous paths of travel for people, a problem that is well known to Access Committees of local Councils. People are at the interfaces between modes - walking from the train to the bus or carrying a bicycle from the train to the road.

Critique of draft City Centre planning: towards improvements

The draft city centre plan for Liverpool was one of the earlier draft plans to be released.

In support of plans for cities/centres, Bicycle NSW members travelled to and around Liverpool as part of their review of the inclusion of cycling into the suite of related planning instruments:

- Local Environment Plan
- Development Control Plan
- Draft Civic Improvement Plan
- S94 Development Contributions Plan.

Our members also considered the relevance of cycling to overcoming transport disadvantage around Liverpool.

A report for Bicycle NSW (2007), discussed with the NSW Department of Planning made conclusions applicable to each City Plan (and sub-regional plan). The conclusions encompass:

- Affirmative action [for cycling] being needed and justified on many grounds
- Prepare a bicycle network plan
- Prepare a bicycle infrastructure plan
- Provide for appropriate bicycle parking and destination facilities
- Require the preparation of transport management and accessibility plans, and transport access guides for larger developments.

We consider these conclusions of continuing relevance.

Top-down and bottom-up planning: ground-truthing what actually happens - another improvement

A risk of strategic planning being top-down is that it can fail to relate to people at the local level.

We suggest a Transport Facilitator be appointed for each Sub-Region (9) of the Sydney metropolitan area. Their function would be to facilitate for integration and innovation at the local level, and liaise with Transport Development Workers, Councils, and community groups.

6. Improving the current transport system

Cycling sits within a complex land-transport system. For a range of reasons the land-transport system in Sydney has treated cycling unfavourably compared to many other cities. Starting from a fairly low base, therefore, opportunities abound to make many improvements some of which can be made fairly quickly and with low cost. Many of these would ease the pressure on motor traffic congestion and public transport services running beyond capacity at peak.

Short car trips can be substituted, in some circumstances, by bicycle. Conditions to enable and encourage that substitution require local cycling networks particularly to centres and trip generators, cycling proficiency, bicycle parking and restrictions on car parking. More detail is at Appendix 2.

6.1 Improvements at local levels has wide benefits

Bicycle NSW urges the Transport Blueprint Panel to appreciate our view that many 'fine-grained works' on streets have many beneficiaries. For example, continuous paths of travel for people walking with quality condition of the surfaces of footpaths and tram ramps is safer and a more attractive walking, and cycling environment.

6.2 Managing utilities' repairs

The closure of footways and roadways by utilities represents a considerable problem for people riding bicycles. Well-made closures usually result in joins and uneven surfaces and a reduction in quality of the level of service of the 'road' pavement. Sometimes the closures are badly made creating uneven, unsafe surfaces for people walking and riding bicycles.

Local governments report difficulty in controlling the performance of utilities in achieving adequate quality of the closures. The closures generally incur delays in rectifying the condition to its original state, typically bicycle lanes are erased. Local governments bear these costs.

Bicycle NSW suggest a strategic, systemic intervention - such as a Memorandum of Understanding - between the parties involved (often State and Local government agencies. This negotiated agreement may need to include the Commonwealth government where utilities have power under federal legislation.

6.3 A metropolitan transport authority

For many years RTA has only been able to fund 50% of the applications by councils for funds to prepare and/or implement local bike plans. The presence of 42 councils, with slowly developing bike plans, makes it difficult to achieve connected networks, particularly because major roads/intersections often form local government boundaries. Potentially the nine sub-regions of the City of Cities may be a useful as a means toward effective metropolitan-wide planning.

Metropolitan-wide transport authorities appear to be effective ways of achieving connected, integrated transport networks - more effective than the current combination with so many local councils. The Senate Transport Committee Report (2009) referred to the potential for better institutional arrangements for effective deliver of public transport services, and we would add cycling services.

BicycleNSW suggests the Panel consider better institutional arrangements to support faster and better planning and management of cycling transport services.

6.4 Cycling to be incorporated in other sectors actions – short and longer term

In our view opportunities abound for including cycling in programs and practices across the new super departments, overlooked by the NSW Department of Premier and Cabinet.

Some examples include:

- Tourism, within Sydney as regional tourism for Sydneysiders and visitors:
 - Visit Olympic Park via Concord West station, or hire a bicycle at the Park
 - Ride around historic Windsor
 - Riding in Western Sydney Regional Park, bordered by the M7 bicycle path (this is now very much part of the route for the Spring Cycle - a recreational family ride organised by Bicycle NSW)Include cycling tourism in future publicity by Tourism NSW.
- DECCW funding programs for schools include energy and water but not bicycle racks - overcoming this omission appears to be an easy improvement
- NSW school education policy needs review to remove the barriers to students who wish to cycle to school; can schools assist in cycling proficiency training?
- Sydney South West Area Health Service has initiated programs on active travel including cycling - how could these effective initiatives be taken up by the other Area Health Services within the Sydney metropolitan area?
- Social housing initiatives should include cycling programs to enable affordable transport and avoid expenditure on car travel.
- Commerce - procurement of cycling-friendly road grates for all councils.

7. Cycling as a transport service, an element of Sydney's transport system

More people *are* cycling more often and want to cycle to get around more easily and safely, whether to the shops, work, school, tertiary education or to places for recreation, sport or tourism. Therefore, it is our view that the transport system for Sydney needs to embrace cycling as a mode of transport and cycling infrastructure as an element integral to the system.

By cycling infrastructure we mean the physical material of a safe network of routes that lead to centres and other 'trip generators' such as shops, schools, college of TAFE and other campuses and workplaces plus the 'end-of-trip facilities', such as bicycle racks, lockers and showers in buildings. Infrastructure also includes signage, maps and cycling proficiency training programs.

Toward more 'people-friendly' transport services

In our view, a transport system that accommodates cycling positively will be serving current and future communities within Sydney better than at present. Most recently, The UK's Transport Secretary Lord Adonis announced its commitment to "put cycling at the heart of transport policy" as reported in *The Times*, Appendix 3, by installing secure parking at hundreds of stations and "cycle hubs" (repair and hire) at 12 stations in regional cities outside London. Brisbane City Council is operating a "cycle hub" with showers and lockers in the CBD.

Cycling as part of integrated transport policy

By integrated transport policy, we mean:

- Integration within and between different types of transport - people riding a bicycle on a safe route to the railway station/ferry wharf/light rail stop/T-Way or bus stop and either parking their bicycle securely or taking their bicycle on the transport services (in certain conditions on bus bike racks);
- Integration with the land use planning - at national, State, regional and local level, so that transport and planning/urban management work together to enable people to use more sustainable travel; and, by good urban design, reduce the distances people need to travel;
- Integration with the environment - so that our means of travel supports a better environment, such as reduced fossil fuel reliance/low carbon
- Integration with policies for education and health (active travel) and their facilities.

Integration of cycling infrastructure with public transport

Cycling can integrate well with other transport infrastructure. Therefore, in our view cycling infrastructure needs to be installed to enable people to:

- ride safely to transport interchanges, stations, and ferry wharves
- secure their bicycles or take their bicycles on the train, ferry, or on the bus.

Planning for metro-rail

With the advent of metro-rail for Sydney, the integration with bicycles opens up a number of issues about responsibilities for funding and policy, such as

- new stations being part of a local/regional cycling network
- secure bicycle parking at the stations
- carriage of bicycles on trains.

Bicycle NSW understands that the Sydney Metro, a statutory corporation, plans to:

- restrict some bicycles on the Metro system, between Rozelle and Central
- provide secure bike parking at stations, and
- complete negotiated Memoranda of Understandings (MOU) with each of the City of Sydney Council and Leichhardt Council, among other matters, on safe bicycle routes within the catchment of each station.

BicycleNSW suggests that that the carriage of bicycles *on* the proposed West Metro line needs to be considered concurrently. Suggestions that bicycle carriage will be superseded by bicycle-sharing schemes operating at railway stations seem overly ambitious. To assist in the discussion, Leichhardt Bicycle User Group has produced a highly informative paper with references to international best practice. (Copy available on request)

Upgrades of ferry wharves and railway carriages

Cycling infrastructure needs inclusion in the NSW Maritime's Wharf Upgrade and New Works Project, such as secure bicycle parking and carriage of bicycles on ferries. This is a crucial and potential growth area for tourism.

It is suggested that the feasibility of retrofitting CityRail's carriages to carry bicycles more easily and to paint a logo on the external sides of carriages be considered, in line with practices on rail networks in other cities.

Integration of cycling infrastructure into all contracts/grants

Opportunities to include cycling infrastructure continue to be overlooked, e.g. failure to include bicycle parking in recent construction of commuter car parks, by education as part of the Building the Education Revolution program where there was no requirement to include bicycle sheds or racks in planned construction

Our principles in proposing major initiatives

The Panel has specifically invited our suggestions for major initiatives. For cycling we suggest the following principles be applied to initiatives for cycling:

- benefits people at the local level in all parts (sub-regions) of the Sydney metropolitan area
- makes cycling safer thereby enabling more people to cycle
- becomes possible through the application of systemic instruments or guidelines for which there is accountability, and
- encompass (some) actions that can be done now, some over a 2-5 year period with consultation of the cycling community, and some longer term plans.

Quick win: installation of bicycle parking shows symbolic commitment

The installation of bicycle parking infrastructure could be a quick win, at low cost. Installing bike racks at station entrances (and ferry wharves) is a practical and highly visible form of responding and supporting people to ride and use public transport. New bicycle parking symbolizes the direction of the overall transport policy - integrated, responsive, lower carbon transport.

Other end-of-trip facilities - safe storage, lockers, and showers - are somewhat more expensive to retrofit into buildings; nonetheless these facilities are needed in government buildings, and as part of planning approvals for commercial or public buildings. Such improvements benefit other user groups such as people walking or exercising.

Initiative 1: Mainstream cycling into the transport system

Ensure consideration of bicycle riding is integrated into all relevant areas of transport administration and decision making, such as infrastructure and land use planning, congestion management, funding, coordination, communications, ongoing maintenance plans.

This will help to achieve:

- better integration between cycling and other transport services, and
- cycling infrastructure that serves access to centres and 'trip generators'.

These improvements would enable the level of cycling by local communities to rise in each of the sub-regions.

Initiative 2: Take systemic measures for safer cycling

Of the many measures available, Bicycle NSW recommends that priority be given to reducing traffic speed to 40 kph in each of the Metro Strategies Regional Centres and Centres. As unsafe roads are a major deterrent, this measure would increase safety for bicycle riding and other road users and improve livability of the Regional centres.

Initiative 3: Building cycling infrastructure

Safe separated bicycle paths are the key to getting more people riding. Construction should be targeted to where most transport system benefits to be gained. Bicycle NSW recommends the Panel support funding for cycling infrastructure across the metropolitan area, concentrating on:

3.1 Works to build the Sydney Metropolitan Strategic Cycling Network

3.2 Works to link and access places:

(A) link centres, including:

- Parramatta to Burwood, thence link through to Inner Sydney
- Sutherland to Hurstville, thence link through to Inner Sydney
- Hornsby to Chatswood, thence link through to Inner Sydney
- The Inner Sydney Regional Bike Plan, comprising 14 local government areas.

(B) access centres (including transport hubs) , with priority to those centres with completed cycling-catchment studies, that is:

- Penrith
- Hurstville
- Bondi Junction
- Hornsby
- Brookvale-Dee Why.

(C) access tertiary education facilities and hospital campuses many of which are located off-centre, for example:

- the health sciences campus (University of Sydney) at Lidcombe to the Bankstown campus (UWS) at Panania, a route linking campuses to stations
- the Nirimba educational precinct at Quakers Hill, a route to Blacktown and Quakers Hill stations. This precinct enables the pathways program for students to complete secondary school, attend TAFE or a college of the University of Western Sydney.

3.3 Bicycle infrastructure in transport corridors, such as disused rail corridors. Eg In the inner west of Sydney the White Bay Rozelle to Cook's River Earlwood - "The Greenway". In Regional NSW rail trails for local recreational and tourism, such as the proposed Wagga Wagga rail trail.

Initiative 4: Governance

Bicycle NSW considers it necessary for the NSW Transport Blueprint to address governance.

The current reliance on local bike planning and implementation is not satisfactory for achieving progressive development of local bicycle networks that join at boundaries and connect to centres and trip generators. The variability of commitment and financing by councils across the Sydney metropolitan area is very wide; a few councils treat cycling as if it were a discretionary activity, and in fact it is. For a longer term view, a responsibility to younger people and a carbon-constrained future, it is essential for better strategic governance of cycling infrastructure.

We have three suggestions:

4.1 facilitate collaboration with government and the private sector, include Bicycle NSW into deliberations around the NSW Transport Blueprint, the review of the Metro Strategy and input to the draft of the NSW Bike Plan

4.2 appoint co-ordinators as facilitators for advancing sustainable transport in every sub-region (9). Such an appointment could serve the following functions:

- Enabling application of guidelines at the sub-regional level
- Innovator and communicator for better practices across sub-regions
- Liaison with new roles of Mobility Co-ordinators (see below), Transport Development Workers and Transport Access Managers (part funded by Ministry of Transport)
- mediator on systemic impediments to sustainable transport (known in the US more colourfully as ‘barrier busters’), a more informal role than an ombudsman, and
- contributor to progressive reviews of traditional institutions of Traffic Committees, local government asset management planning, financial sustainability advice to local government etc.

4.3 review the role of Road Safety Officers as a transformation to Urban Mobility Advisers/Mobility Co-ordinators who could possibly work at a sub-regional level rather than as joint appointments of the RTA and local councils.

Initiative 5: Funding

At the past rate of drip-feed funding, some council bike plans would take more than 80 years to implement - this is far too long given emerging scenarios of price rises for fossil fuels and the need for affordable travel for short trips. Funding needs to be adequate and properly enshrined in the State Budget process.

The current funding models for bicycle infrastructure and services do not reflect the opportunities and broad community benefits associated with increased bicycle riding. It would be useful to revisit the assessment guidelines used for bicycle infrastructure projects to ensure they adequately capture all the benefits, both now and into the future.

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Appendices

Appendix 1 - BicycleNSW's Strategy 2008- 2011

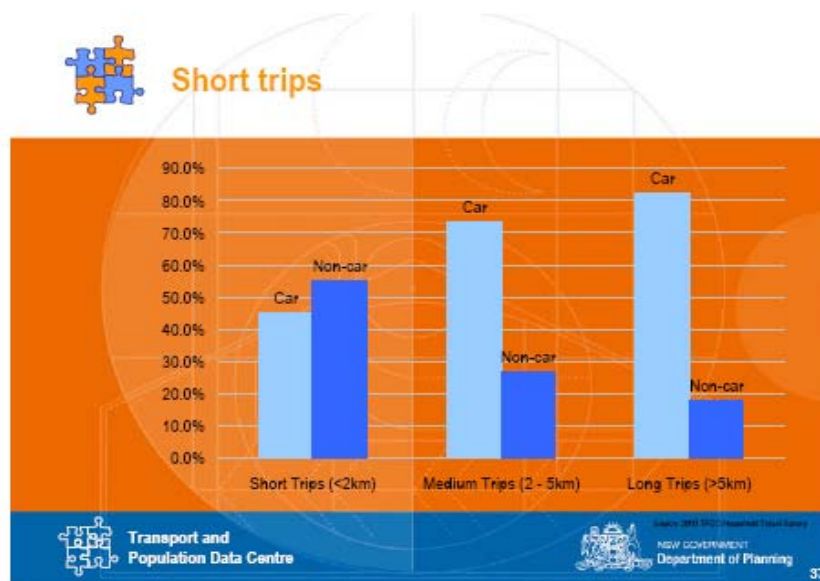


Appendix 2 - Replacing short car trips, centres, and trip generators

Cycling could become a better option for more people who currently drive a car even for short trips. In 2003 for the Sustainable Cities Inquiry, Bicycle NSW submitted:

5.93 Instituting active transport regimes would have a vast beneficial impact on Australia's environment, health and transport congestion, particularly in the main cities. Mr Neil Tonkin told the committee that this would be 'especially achievable in Sydney' where '55 per cent of all car journeys are of less than five kilometres and 33 per cent are of less than three kilometres'.

The diagram below illustrates the high prevalence of short car trips in NSW:



Enabling people to get a new mental map about places that are walk-able or cycl-able is helpful, complementing parking policies.

Trip generators as a focus for increasing the level of cycling

In the past, the low mode share of cycling in the Sydney metropolitan area has unfortunately been used as a rationale not to invest in safer cycling routes and regional and local networks. The description of total journeys by travel mode reflects the availability of transport services - hence the much low level of journeys by bus on Sundays despite the growth of Sunday journeys. The latent demand for travel by mode is rarely investigated.

On the theory of urban transport systems, Manheim (1979, p.13) emphasised how trip generators determine the flow pattern of people in cities, as well as the transport system itself. In our experience, trip generators are more than an origin or destination for a trip. A trip generator is an organisation which attracts people to travel and meet and interact, and has the additional capacity to influence how trips to and from its sites are made. The Sydney Olympics was a great learning experience for Sydneysiders to get around without driving; in the following decade the legacy potential was allowed to leak away.

The interaction between the transport system and the trip generators is fundamental to the approach by Bicycle NSW in its programs with people.

Appendix 3 - UK Transport: cycling at the heart of transport policy

The Times - September 28, 2009

<http://www.timesonline.co.uk/tol/news/politics/article6851682.ece>

“Thousands more parking places created at stations – but only for cyclists”

Ben Webster, Environment Editor

The daily misery of hunting for a space in the railway station car park and being charged up to £20 for the privilege will soon be over for thousands of commuters – if they switch from petrol to pedal power.

The Government will announce today that it is creating 10,000 additional secure cycle spaces at stations as part of a commitment to “put cycling at the heart of transport policy”. Hundreds of stations will get cycle stands monitored by CCTV cameras or with cages accessible by swipe cards. Ministers have not yet ruled out reallocating spaces from cars to bikes.

In addition, ten main stations, Waterloo, Victoria and St Pancras in London, as well as Leeds, Sheffield, York, Hull, Grimsby, Scunthorpe and Liverpool Lime Street, will gain “cycle hubs” offering cheap repairs, cycle hire and supervised parking.

The £14 million of funding for cycle facilities being announced today comes after the commitment last year to spend £100 million to increase cycling in a dozen towns and cities. The Department for Transport has set a target of getting an additional 2.5 million people cycling regularly. It also aims to offer basic cycle training under the Bikeability scheme to half a million ten-year-olds across England by 2012.

Lord Adonis, the Transport Secretary, will say today that Britain’s cities should aim for the same level of cycling as Copenhagen, where 40 per cent of all journeys are by bicycle. Cycling has doubled in London since 2000 but still accounts only for 5 per cent of journeys.

He will say: “For too long we have hesitated to promote cycling – the greenest form of travel – as a mainstream form of transport. Yet more than half of all journeys – including journeys to work, school and college – are of five miles or less. If we made it easier and safer, more people would cycle. Just talk to the people already on their bikes. They sail past the traffic, they enjoy the exercise, they get a sense of freedom. And the cost in petrol? Nothing.”

Lord Adonis decided to invest in station cycle parking after visiting the railway station in the small Dutch city of Leiden. It has supervised parking for 6,000 bicycles – four times the number in all London’s rail terminals combined. A third of all Dutch passengers who travel by train use bicycles to get to and from stations. In Britain the figure is 2 per cent, even though 60 per cent live within 15 minutes’ ride from a station.

The standard amount of funding for cycling initiatives in English local authorities is about £1 per citizen, per year. In contrast, Dutch cities such as Amsterdam are spending between £10 and £20 per year. The cycling subsidy for the 12 towns and cities will be about £8 per citizen, with funding from the private sector and local grants potentially doubling that amount. The 12 are Bristol, Blackpool, Cambridge, Colchester, Chester, Leighton-Linslade in Bedfordshire, Shrewsbury, Southend, Southport, Stoke-on-Trent, Woking and York.

Supporters say that the benefits of raising investment in cycling have been demonstrated in Darlington, one of the Government’s first “cycle demonstration towns”, where the number of children cycling to school has quadrupled. The hubs will be run on a not-for-profit basis, offering cheap rates for repairs and cycle hire. The Department for Transport said that the hubs would not undermine local bicycle shops because they would expand the whole market by attracting thousands of extra cyclists. □