

## Bicycle NSW Bike Plan Community Consultation Coffs Harbour workshop November 2008

### Content

Notes from Workshop  
NSW Bike Plan Consultation  
Submission from the Hasting Valley Mountain Bike Riders.  
Comments from Byron Shire Bicycle User Group  
Ballina and Lenox Head cycleway/shared path  
Port Macquarie Local Bike Network  
Camden Haven Bike Plan  
Wauchope Bike Plan  
Byron Shire Cycleway expenditure spreadsheet  
NSW Coastal Cycleway – letter to the Premier of NSW

### Notes from Coffs Harbour workshop

The Bicycle NSW Northern regional NSW BikePlan workshop was held on 26 November 2008, at the Coffs Harbour Ex Services Club.

### In attendance were:

The workshop covered issues pertaining to the northern coastal region from the Queensland boarder, to Kempsey in the south.

Coffs Harbour BUG  
Dorrigo-Urunga-Bellingen BUG  
Ballina BUG  
Hasting Valley Mountain Bike Riders inc.  
Byron Shire BUG and Ballina BUG  
Clarence Valley Council  
Coffs Harbour City Council  
RTA - Local representatives  
Health NSW Local representatives

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:

Bernard Grinberg provided an interpretation of expenditure on cycling by Byron Council; a copy of the presentation is attached in appendix "A".

### General

Management and control of local roads are to be transferred from the RTA to council. This is due to new alternate roads being provided, such as highway diversions around coastal towns. Before transferring authority, the road usage should be reviewed and lane markings, road surfaces and road shoulders made suitable for cycle use, including dedicated cycling lanes.



Paper roads-public access corridors need to be identified, made public, and utilised as cycling routes to ensure they remain in public ownership.

Public access route is required for cyclists on mountain bikes to assist them to avoid busy major roads.

Competitive events, such as triathlons, mountain bike events, charity rides etc, all attract positive role models and encourage more people to cycle.

Bringing these events to the area also provides additional funding and incentives to provide better facilities.

Affirmative action and one voice are needed to support the cycling community and to collaborate with active transport and other cycle friendly organisations.

### Working with councils

BUGs need to participate in all committees and working parties on council, even if only in the capacity of observer. This would enable cycling awareness and opportunities to be included in the day-to-day operations of council.

Council cycle plans need to include inter town connections to promote cycling between towns and communities. This is especially important for small communities that often don't have all the required facilities within their own community.

Providing safe cycling links to cycling facilities can be a major influence on young people deciding to cycle. It will encourage independence and reliance on bikes as the transport of choice, and discourage a dependence on using cars. (This is the time when young people decide to become cyclists- mountain bikers or motorist – trail bikers).

These cycling links can generally be provided as safe cycling shoulders in country areas (funding could be available under some of the youth development programmes).

Issues regarding insurance liability and costs associated with cycling complexes such as mountain bike tracks need to be addressed.

Promoting cycling safety in schools is seen as a major positive step. Cycling to School initiatives need to support council's Road Safety Officers visiting schools to promote safe cycling and the introduction of council run cycle training for schools, council staff and the community.

This would encourage more people to cycle safely.

Any school programme needs to be supported by the wider community safety campaign, to encourage all road users to be more considerate of each other and understand their responsibilities, as cyclists, pedestrians, and motorists etc)

(The use of motorised bikes is seen as an issue.)

The council's web site could be used to publicise Hastings Valley Mountain Bike Riders [www.hvmb.com](http://www.hvmb.com) and cycling maps on council web site

Identifying and publicising commuting routes.

Community strategic plans to include cycling 10-year plan.

Promote and support cycle friendly businesses, by listings in cycling newsletters, and stickers etc

Improving the knowledge of engineers and planning staff was seen as a way to better understand the needs of cyclists.

### Health

Involving the Division of General Practice is needed to publicise cycling opportunities to doctors. Circulating Australian Cyclist publication in doctors' waiting rooms would be beneficial.

Obesity to be canvassed as an OHS issue, which would encourage more employers to promote cycling.

Surveying the health of commuting cyclists against commuters using other forms of transport.

Publicising health statistics.

Introduce cycling programmes in Aboriginal health activities and programs.

Compare the impact on heart stress between cycle commuting and taking other forms of transport

Include cycling in Live well @ School programmes.

### Environment

Publicise the damaging effects of CO2 from cars against cycling.

There needs to be a clear understanding of the impact of people moving from the farm to town.



## Infrastructure

Link roads between towns and major roads need cycling lanes or shoulders.

Identify the missing links in bike plans-overlapping RTA plans with council bike plans.

In regards to funding, country councils have difficulty in funding cycling infrastructure due to small populations and large distances. This needs to be addressed.

We need to provide clear policies on provisions to be made available for cycling – dedicated cycle lanes on roads; no shoulder lanes with car door overlaps.

Prioritising cycling routes, and providing loop rides would encourage tourism.

We need to ensure Ride to school infrastructure to provide safe places for children to ride.

To encourage more cycling we need to improve traffic management and reduce speed limits.

The Department of planning needs to guide councils into designing for cycling and to have a long-term plan for the whole area.

Standardising instruments for cycle planning on new developments, shared path and cycle lanes.

Promote making sections of old highways cycle friendly as part of new hwy projects before handing the roads over to councils.

Improving co-ordination between Planning and the RTA in funding the Coastline Bikeway, and inclusion of this in the State Plan. Funding for this to be changed to 1/3 each for Local Councils, the RTA and Planning.

The adoption of "Copenhagen" style bike lanes within towns where designated car parking areas exist.

Preserving defunct rail corridors in public hands, by including bike trails in these corridors in the State Plan.

Recognition that funding for such bike trails is very likely to be beyond most Local Councils and so these trails should come under State projects. This would allow the option of also using the corridors in the future for light rail.

These are definite "all of government" projects.

