



BikeSydney

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## Mapping out NSW's cycling future

### *Overview*

Cycling is healthy, good for the environment and helps reduce traffic congestion. But over the past decade not much has been done to encourage cycling in NSW.

The NSW Government constantly comments on the figures of how much it has spent on cycling infrastructure, but how much of this can be seen in the city of Sydney and the surrounding Sydney suburbs.

Bike Plan 2010 was a reasonable infrastructure plan set at the regional level which was never finished, but it was also lacking in areas such as a social and campaign plan and how different government departments would work together to implement this plan.

The new plan needs to include hard infrastructure but also needs to include the social side of the plan. It is no good just to build a new link, it must also be seen by the local community. Monitoring of any new link must include a social plan, advertising and monitoring to reflect before and after numbers, so that future plans can be improved upon.

The bike plan must take into account communications between government agencies and have their 'buy in'. Cycling crosses most government areas. An example of where this failed was the Erskineville Bridge in Erskineville, where State Rail were responsible for this but no consultation took place (with other government areas or the local BUG) with regards to cycling and now we have a new piece of road infrastructure which is a 'black spot' for bike riders but there would have been a good opportunity to improve access if RTA had consulted with other government departments and Bicycle User Groups.

BikeSydney wants to see a comprehensive plan that provides improvements to cycling from all areas of government. We also want to see communication about priorities and route development. The plan must also outline short term, medium and long term route creation with emphasis on the Inner Sydney area.

We want to see whole of government support for this plan, this should include an inter-departmental committee that has active transport included as part of its agenda and can influence transport (and road) projects and policy.

BikeSydney would like to see, in the next plan, the following pieces of infrastructure (but

are not limited to).

### **Short Term**

- Harbour Bridge to Woolloomooloo regional route (Route 17 from Bike Plan 2010)
- Sydney University to University of NSW (Route 28 from Bike Plan 2010).
  - The reason for placing these on the short term list is that these were both to be delivered in Bike Plan 2010 and never built.
- Restoration of the William St and Park St cycle way (that were part of the Cross City Tunnel consent).

### **Medium Term**

- Connection of Harbour Bridge cycle way to Pyrmont Bridge

### **Long Term**

- We would expect to see at the other end (North Sydney) of the Harbour Bridge an elevated cycle way so bike riders no longer have to carry their bikes up and down the stairs (planning for this should start within the first year of the new bike plan being released).

Any planning for these developments and other infrastructure work should be in consultation with local Bicycle User Groups.

Below you will find some points that BikeSydney would like to see in the next NSW Bike Plan.

### ***RTA***

- 50/50 RTA funding needs to be increased in real terms as this amount has not been increased since creation, but inflation has still taken place.
- Separate funding made available to councils to develop bike plans.
- All traffic engineers (those employed by Council and RTA) to attend the designing bike infrastructure course
- Inclusion of a mini campaign for each regional cycle route when completed
- Improved driver education when it comes to cycling as there appears to be a lack of knowledge by drivers of where cyclists are allowed on roads.
- Printed maps must be provided by the RTA and kept up to date with the latest changes, including council routes.
- Emphasis for new routes should concentrate on separated bike paths and not rely on shared pedestrian/bike facilities

### ***Funding***

- Treasury needs to be part of this as they will need to allocate and make funds available for the Bike Plan
- Funding should also look at future modeling of health, congestion and climate change issues and how cycling could reduce future costs. This funding needs to be released now for the cycling program.
- Amendments so that new trip generators eg shops contribute in a financial sense to cycling campaigns and infrastructure that would encourage people to ride or walk rather than drive a car

## ***Environment/Climate Change***

- Cycling is good for the environment and the quality of the air in Sydney. Any Climate Change program must show that riding a bike is part of the solution. Campaigns encouraging cycling as part of a lifestyle change must take place across the community.

## ***Transport***

- Buses to have bike racks installed on the front of each bus so to encourage people to ride their bike to the bus and also so they can ride once they have departed from the bus
- Transport interchange and stations to have installed a combination of bike racks and bike lockers. These are to be provided close to the station entrance with security camera monitoring and under cover. This also should be advertised within the local community so people become aware of this benefit.
- Where there is free car parking is available, bike lockers should also be made available free of charge.
- As people often use their bikes at the end of trip from a train, create a space for bikes and remove the fee for bikes on trains during peak times. People should be encouraged to ride to from the train.
- XPT - increase capacity so that the train can hold more than two bikes and eliminate the rule regarding boxing if boarding the XPT from a rural station. Boxing should be encouraged but if catching the XPT from a country train this is often impracticable. This would also see an increase in cycle touring, bringing additional funding to rural towns.
- On interurban Cityrail increase bike carrying capacity
- Increase bike racks availability on ferries

## ***Police***

- Education of police of issues in regard to the safety of cyclists.
- Cycle police to be allocated to more stations.

## ***Health***

- Health need to be heavily involved with all aspects. Cycling has the ability of becoming a great preventative measure for future problems that add burden to the health system. Diabetes and obesity just to start can all be helped by people riding a bike as part of their daily routine (both for transport and recreation) and need to be encouraged.

## ***Education***

- Schools should install undercover bike parking
- Encouragement of local children to ride their bikes to school. This is not to fall on the shoulders of a single 'Bike 2 School' event, but a year long program.
- Availability to cycle safety and riding programs and the roll out of more CARES type facilities like the one found in Sydney Park
- Encourage discussion about local bike route development with the local BUG,

Council and school and make available additional funding for councils to develop safe local routes for schools.

- An ongoing advertising campaign aimed at the local level to encourage parents and children to walk or ride their bikes to school and discourage the use of private motor vehicles.

## ***Tourism***

- Bike tourism should be encouraged thru the development of rail trails where disused rail lines can be used for such activities. Also as mentioned above there needs to be changes to the XPT in regards to the number of bikes allowed and boxing requirements on the train.

## ***Regional***

- Regional areas need more help than Sydney local councils especially in regards to the amount of roads that they must upkeep (in ratio to local population) and expertise in regards to improving conditions to cycling. More funding needs to be made available to them so that when roads are upgraded that they include access for cyclists. Regional areas can also benefit from more cycling tourism.

## ***Planning***

- Sydney Metropolitan Strategy should include clear direction to include cycling and cycling related projects, especially when dealing with trip generators, eg shops, schools, new housing areas and industry hubs.
- New industry areas and shops must include high quality bike parking and facilities as part of the plan when submitted.

## ***Housing***

- As part of the Basix test this should be expanded to include transport options with emphasis placed on active transport

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## **About BikeSydney**

BikeSydney is the Bicycle User Group within the City of Sydney area and has over 200 members.

BikeSydney was formed in 2001 and has been dealing with both the City of Sydney Council and State Government departments ever since.

BikeSydney is working to create a safer, more livable city. Our efforts so far have resulted in the initiation in a new bike plan, involvement on the City of Sydney Bike Steering Committee and the roll out of bike parking rings - but there's much more work ahead if we're going to achieve our vision of a Sydney where everyone feels safe and comfortable riding their bike.