

# PCAL New South Wales BikePlan Community Comments Review



Prepared for the New South Wales Premier's Council for Active Living  
August 2009

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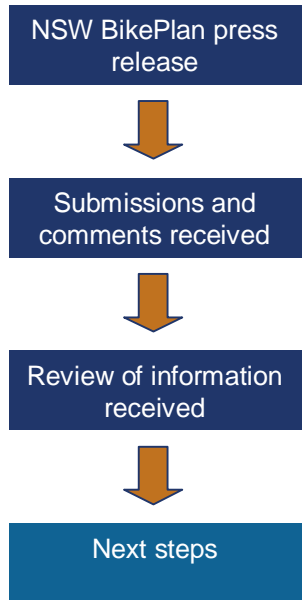
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## Summary: About the NSW BikePlan consultation process

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### About the process

Comments on the NSW BikePlan were collected via an RTA email address [Bike\\_Plan@rta.nsw.gov.au](mailto:Bike_Plan@rta.nsw.gov.au) from 30 August - 31 October 2008. This email link was referred to in the BikePlan press release and links were provided on the RTA and PCAL websites.

This report reviews email responses received by the RTA following the 30 August 2008 BikePlan press release.

The topics included in submissions were barriers to cycling and opportunities to improve cycling in NSW. Each submission was reviewed and classified under a general topic area, based on the November 2000 *Cycling data and indicator guidelines*.

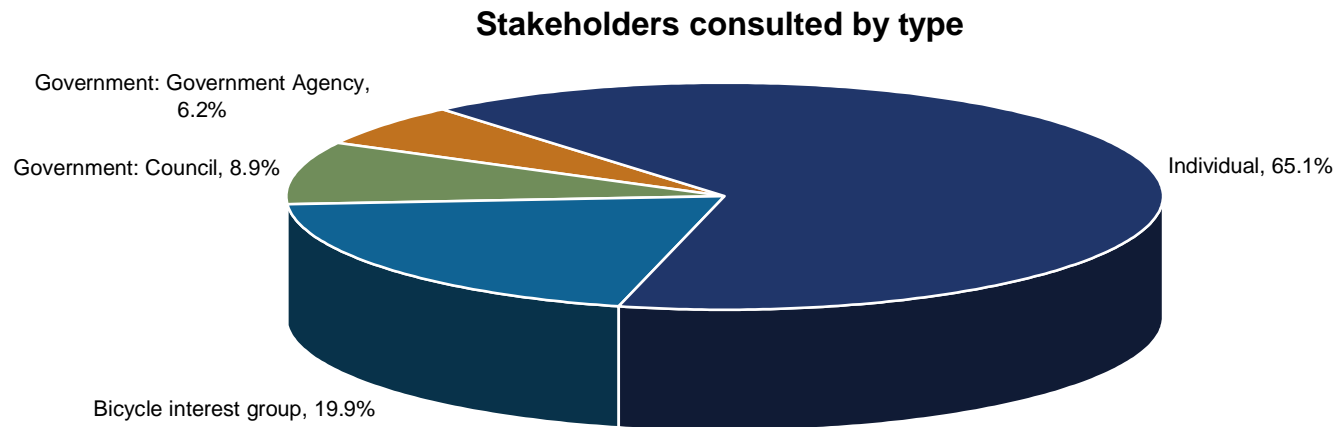
### Key findings:

- Submissions were received from individual cyclists, bicycle user groups and state and local government planners. Most submissions were from individual cyclists.
- Submissions were classified into five topic areas: infrastructure, safety, programs, funding and additional information. Comments centred on general bicycle infrastructure improvements and cyclist safety issues.
- Cyclist and driver behaviour programs were suggested to reduce aggressive behaviour and lead to mutual respect between road users.
- Government policies and incentives were suggested as a way to increase cycling.
- Guaranteed funding was seen as essential to the BikePlan. Without guaranteed funding it was believed that the plan would not be fully implemented.
- Improved network connectivity and continuity was cited throughout submissions.
- Specific network gaps were also identified.
- Barriers to cycling in NSW include the lack of secure bike parking and inadequate or inconsistent availability of end-of-trip facilities.

## Most submissions to the NSW BikePlan were from individuals

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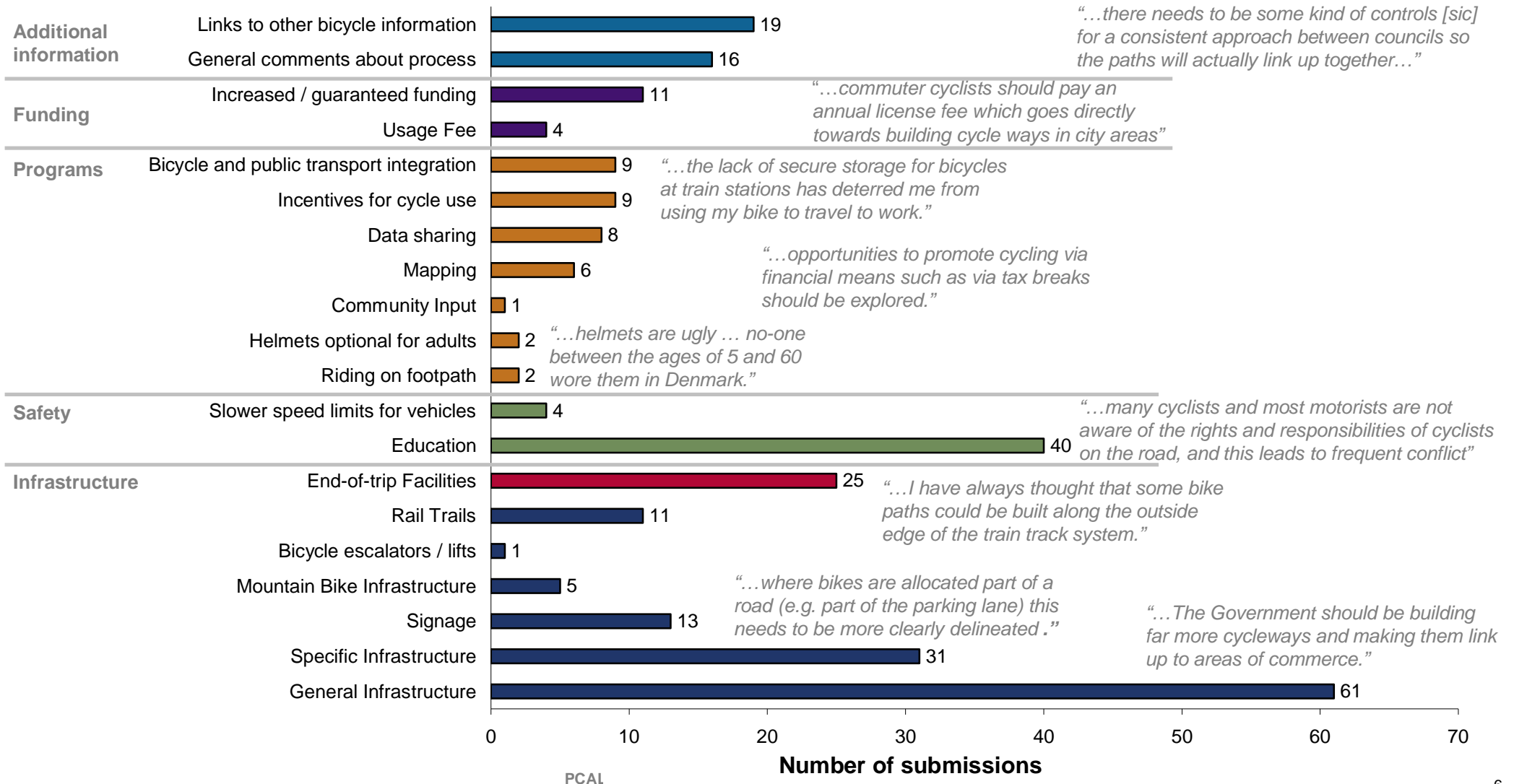
The comments were classified into five main categories, using the November 2000 *Cycling data and indicator guidelines*. These categories are:

- completing cycle networks (gaps in cycle routes, rail trails)
- end-of-trip facilities (cycle parking, lockers, showers)
- education / attitudes / safety
- funding (cycle infrastructure, training)
- government coordination.

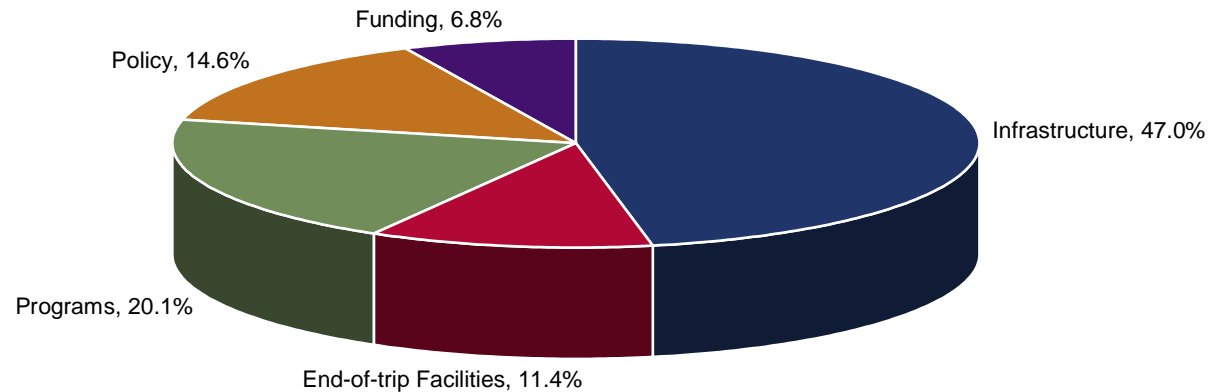
Most comments made general infrastructure recommendations on the cycleway network or noted specific infrastructure gaps.

## Comments addressed a broad range of issues but infrastructure connectivity was the most commonly mentioned

Submissions are classified into five topic areas: infrastructure, safety, programs, funding and additional information. Comments centred on general bicycle infrastructure improvements and cyclist safety issues.



## All types of bicycle infrastructure and programs that could be included in the BikePlan received support from the submissions



### Key finding:

Cyclist and driver behaviour programs were suggested to reduce aggressive behaviour and lead to mutual respect between road users.

Areas to focus education programs included:

- educate all road users about the rights of cyclists and their responsibilities.
- test motorists about cycling laws through motor vehicle license tests
- provide safety training and basic cycling skills for children and adults

### Key finding:

Government policies and incentives were suggested as a way to increase cycling.

The main policy areas included:

- data sharing across government agencies
- mapping available bicycle infrastructure
- providing government incentives to encourage cycling
- integrating cycling and public transport by improving parking at stations, adding bike racks on buses, and removing peak hour charges for bikes on trains

### Key finding:

Guaranteed funding was seen as essential to the BikePlan. Without guaranteed funding it was believed that the plan would not be fully implemented.

Alternative funding options for infrastructure included:

- licensing fees
- user fees

An alternative funding allocation was also suggested: repeal the RTA bicycle infrastructure fund matching policy because smaller councils cannot match funds

### Key finding:

Improved network connectivity and continuity was cited throughout submissions.

Specific network gaps were also identified.

General bicycle network recommendations included:

- construct a comprehensive bicycle network without gaps
- construct rail trails and utilise reserved rail corridors for cycle paths
- link major destinations (like the Sydney CBD and transport interchanges)

### Key finding:

Barriers to cycling in NSW include the lack of secure bike parking and inadequate or inconsistent availability of end-of-trip facilities.

End-of-trip facility requirements were identified:

- apply the end-of-trip facility standards
- improve the quality and availability of facilities at major destinations, transport interchanges and places of employment
- provide casual access to secure lockers and showers for cyclists for a small fee.



