



NEW SOUTH WALES BIKEPLAN





NSW BikePlan

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TNSW

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Acknowledgments

The following NSW Government agencies undertook the preparation of the NSW BikePlan on behalf of the Premier's Council for Active Living:

NSW BikePlan project team

Roads & Traffic Authority

Department of Environment, Climate Change & Water

NSW BikePlan steering group

Communities NSW – Sport & Recreation

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PCAL Manager



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Overview of NSW BikePlan consultation and technical studies

Interested individuals, community groups, local councils and other institutional stakeholders provided input to the preparation of the NSW BikePlan at a number of events organised or attended by project team partners, including:

- NSW Government 'On Your Bike – increasing cycling for short trips' conferences: Sydney, Newcastle, Shellharbour
- Bicycle NSW BikePlan regional consultative workshops: Wagga Wagga, Mudgee, Coffs Harbour, Sydney, Newcastle, Nowra

Written comments were invited via email to Bike_Plan@rta.nsw.gov.au. Approximately 150 submissions were received. Issues raised are overviewed in:

- PCAL New South Wales BikePlan Community Comments Review , PB (August 2009)

The following study reports were completed to provide data and information for the NSW BikePlan:

- Cycling in New South Wales – What the data tells us, PB
- Evaluation of the costs and benefits to the community of financial investment in cycling programs and projects in New South Wales, PricewaterhouseCoopers
- Barriers to cycling in NSW, AMR Interactive
- The provision and use of bicycle parking at Sydney region public transport interchanges: Results of facilities audit and cyclist questionnaire, PB
- Model subregional bike planning studies for Bondi Junction (GTA Consultants), Brookvale–Dee Why (PB), Dubbo (Urban Arc), Hornsby (SKM), Hurstville (PB), Penrith (GTA Consultants), Port Macquarie (Arup)

For further information on these activities, and to access all NSW BikePlan study reports, see www.pcal.nsw.gov.au

The NSW BikePlan project team thanks all stakeholders for their assistance and input.

THE NSW BIKEPLAN GET ON YOUR BIKE – AND RIDE

The NSW BikePlan will help make NSW one of the world's best places to ride a bike. Following the Metropolitan Transport Plan's \$158 million commitment to improve urban cycle networks, the NSW BikePlan details the State's largest cycle program to date. The NSW BikePlan outlines how the NSW Government will work in partnership with local councils, communities and businesses to grow bike-riding over ten years.

The extraordinary surge in cycling in NSW over the past decade has helped combat congestion and make healthy physical activity part of every day. Riding a bike can improve quality of life and reduce the pollution produced by driving.

Through the NSW BikePlan, the NSW Government will encourage more and safer cycling, to

- increase the share of short trips by bike in Greater Sydney for all travel purposes to five per cent by 2016 and
- double the use of cycling to get to work, across all of NSW, between 2006 and 2016.

The NSW BikePlan outlines a ten-year bicycle infrastructure plan, including

- \$80 million over ten years to connect Sydney's district centres by building missing links in the Metro Sydney Bike Network (page 10) and
- \$78 million over ten years to fast-track subregional bike networks for Parramatta, Liverpool and Penrith to grow cycling in these three River Cities (page 16) and
- at least \$5 million every year for regional cities and local councils across NSW to complete neighbourhood cycleway networks.

NSW Government departments will work with councils, developers and employers to deliver

- improved signage for cyclists, including 'time to destination' information (page 20)

- more bike parking and facilities for cyclists at local centres, workplaces and public transport interchanges (page 38) and
- professional resources to shape sustainable, active communities (page 35).

The NSW BikePlan features encouragement actions to make cycling as easy and accessible as walking or driving a short distance by

- developing an internet portal to cycling information, including interactive bikemapping on the Transport Info 131500 website (page 20)
- rolling out cycling skills and awareness training for adults, with a priority focus on Parramatta, Liverpool and Penrith (page 28)
- preparing teacher resources on student bike-riding skills (page 27) and
- promoting cycling as an easy exercise and transport choice for people who want to change to a healthier lifestyle (page 49).

Cycling is important to regional and country NSW. More than half of the international cycling tourists who come to Australia have NSW as their riding destination.

To maximise the direct economic benefits of cycling outside metropolitan areas, the NSW Government will

- promote cycle tourism in country and regional NSW destinations (page 43)
- encourage recreational bike-riding as a great way to develop skills (page 43) and
- complete sections of the NSW Coastline Cycleway and market this as a premier cycle touring opportunity (page 23).

Support for cycling is an important part of the NSW Government's plans for a healthier, cleaner and fairer State – making this a great place, and time, to get on a bike and ride.

'With growing numbers of people riding a bike in NSW, many are finding out this is an affordable, practical and healthy option for everyday personal travel.'

'Riding a bike can get you to your destination without the need to rely on a timetable, and with nearly no running costs.'



Now is a great time to get active and cycle.

With growing numbers of people riding a bike in NSW, many are finding out this is an affordable, practical and healthy option for everyday personal travel.

Riding a bike can get you to your destination without the need to rely on a timetable, and with nearly no running costs.

Cycling also offers a transport alternative that can help reduce greenhouse gas emissions and provide affordable access to jobs and services for people who can't easily access public transport or car use.

The NSW BikePlan builds on the Metropolitan Transport Plan's \$158 million commitment to cycling infrastructure. The plan will support those who want to ride a bike but are concerned about ease of travel, safety or practicalities at the end of their trip.

To support the Metropolitan Transport Plan investment, the NSW BikePlan will promote riding a bike as a normal, enjoyable and affordable transport choice for everyday personal travel, especially for the 20 to 40-minute, five to ten-kilometre trips that make up so much city travel. The NSW BikePlan will encourage more bike-riding by:

- creating connecting cycling networks
- making bike-riding safe for all
- planning cycling-friendly neighbourhoods
- growing jobs in cycling and
- getting organisations working together to support bike-riding.

The NSW BikePlan sets out each of the actions to promote cycling that will be led or assisted by the NSW Government. As a call to action by others, the plan also identifies opportunities for community and business stakeholders to work with the NSW Government to deliver a shared vision for cycling.

Initiatives will be rolled out alongside over \$50 billion in investment in transport projects identified in the Metropolitan Transport Plan and existing local initiatives in regional areas, leading to a fully integrated and sustainable transport system for NSW.

Cycling in 2010

It's estimated that 159,000 trips are made by bike on an average weekday in Greater Sydney in 2010. The most recent Australian Government figures show that in 2008 over half a million of NSW adults – 20 per cent more than the year before – rode a bike for recreation, exercise or sport.

In 2009, Australians bought over 1,150,000 new bikes, compared to 937,000 cars – the tenth year in a row of bike sales outstripping cars.

The NSW BikePlan will build on investments and initiatives that have encouraged this extraordinary growth in cycling in NSW, including:

- construction of over 4,000 kilometres of cycle facilities in NSW
- delivery of extensive cycleways as an integrated component of major road upgrades, like the shared paths built next to Epping Road and the Gore Hill Freeway (as part of the Lane Cove Tunnel project) and the M7 motorway
- support for major events like the Sydney Spring Cycle and investment in programs to promote safe bike-riding in schools and as part of major urban development and
- many other cycling success stories, from all parts of the State, reported in NSW BikePlan case studies.

The 10-year vision for cycling

The NSW BikePlan focuses on the delivery of new cycling infrastructure funded through the Metropolitan Transport Plan commitment of \$158 million, and also to be rolled out in regional areas. The NSW BikePlan also details the support and encouragement programs that will promote the use of this new infrastructure.

This means that:

- in Greater Sydney, subregional bike networks in the River Cities of Parramatta, Liverpool and Penrith will be supported by connections between the city's Major Centres. Local cycleway connections, jointly funded by the NSW and local governments, will feed into the metropolitan and subregional networks.
- in central Sydney, NSW Government support for an inner Sydney strategic cycle network will extend the reach of City of Sydney cycle links into surrounding local council areas.

- in regional NSW and cities like Newcastle and Wollongong, cycleway investment will support access to important community facilities. Other initiatives, such as the NSW Coastline Cycleway, will deliver active transport options across the State, especially in lower-density areas not serviced by public transport.
- Statewide supporting programs – including end-of-bike trip facilities, bike parking, security measures, safety training, complete and easy-to-use signage and community initiatives – will meet the demand expected as a result of infrastructure investment.
- partnerships between State agencies, local councils and non-government organisations will make these initiatives happen. The NSW BikePlan's implementation will be a whole-of-NSW Government effort supported by new evidence and decision-making tools.

Cycling – part of NSW transport history

Cycling occupies a sometimes hidden place in the State's travel history. Several generations of itinerant workers like shearers and miners found work across the vastness of outback NSW by travelling from job to job on two wheels.

Possibly Australia's first club for female cyclists was founded in Sydney in 1895. Bicycle events drew massive crowds to venues like the SCG. Sydney's booming population discovered their State's hinterland by bike, and cyclists first led the national movement for better roads.

In 1901 up to 10 per cent of journeys to work in Sydney were by bike. By that year there were perhaps 200,000 bicycles in Australia – and just 20 cars in NSW.

Increasing wealth and the opportunities opened up by motor vehicles saw a gradual drop in bike-riding following World

War II. In 1975 the first extensive transportation study for Sydney did not mention cycling. In 1979 the Department of Main Roads counted only about 400 bicycles entering Sydney CBD over 11 hours of one day.

Since then, however, the growth in bike-riding in Australia's premier city is best illustrated by the fact that in 2009 about 4,000 cyclists rode to or from Sydney CBD on an average weekday, via the Harbour Bridge, Anzac Bridge and Anzac Parade cycleways alone.





'I ride my bike because it's the quickest way for me to get to work. I don't need to worry about timetables. I get to work feeling fit and ready for the day ahead.'



'I use my bike a lot to visit friends, to go to training and to get around campus when I have classes. I live nearby, and it's quicker than walking, so cycling is the best way for me to keep to schedule.'



'We ride as a family on the cycle paths in our local parks. It's a great way to spend time together – and the kids love it. Bike-riding gets them out into the fresh air and burning off some energy!'



'I don't want to get a car because of the expense, and public transport is fairly limited where I live. Having a bike makes it easier for me to get to the station to catch the train to see friends in town, and I can ride down to the local shops too.'

THE METRO SYDNEY BIKE NETWORK



Through the Metropolitan Strategy, Sydney's future growth will be planned around its Major Centres.

The focus on these centres sets a clear framework for future public and private investment in urban development and major transport system improvements – including the Metro Sydney Bike Network, a regional network of high-quality cycle routes that connect the city's Major Centres and Regional Cities.

The Metro Sydney Bike Network is made up of off-road paths and on-road links using quiet streets, with facilities offering safe and attractive travel for less experienced cyclists. The network can reduce personal travel time and road congestion, and build physical activity into everyday life.

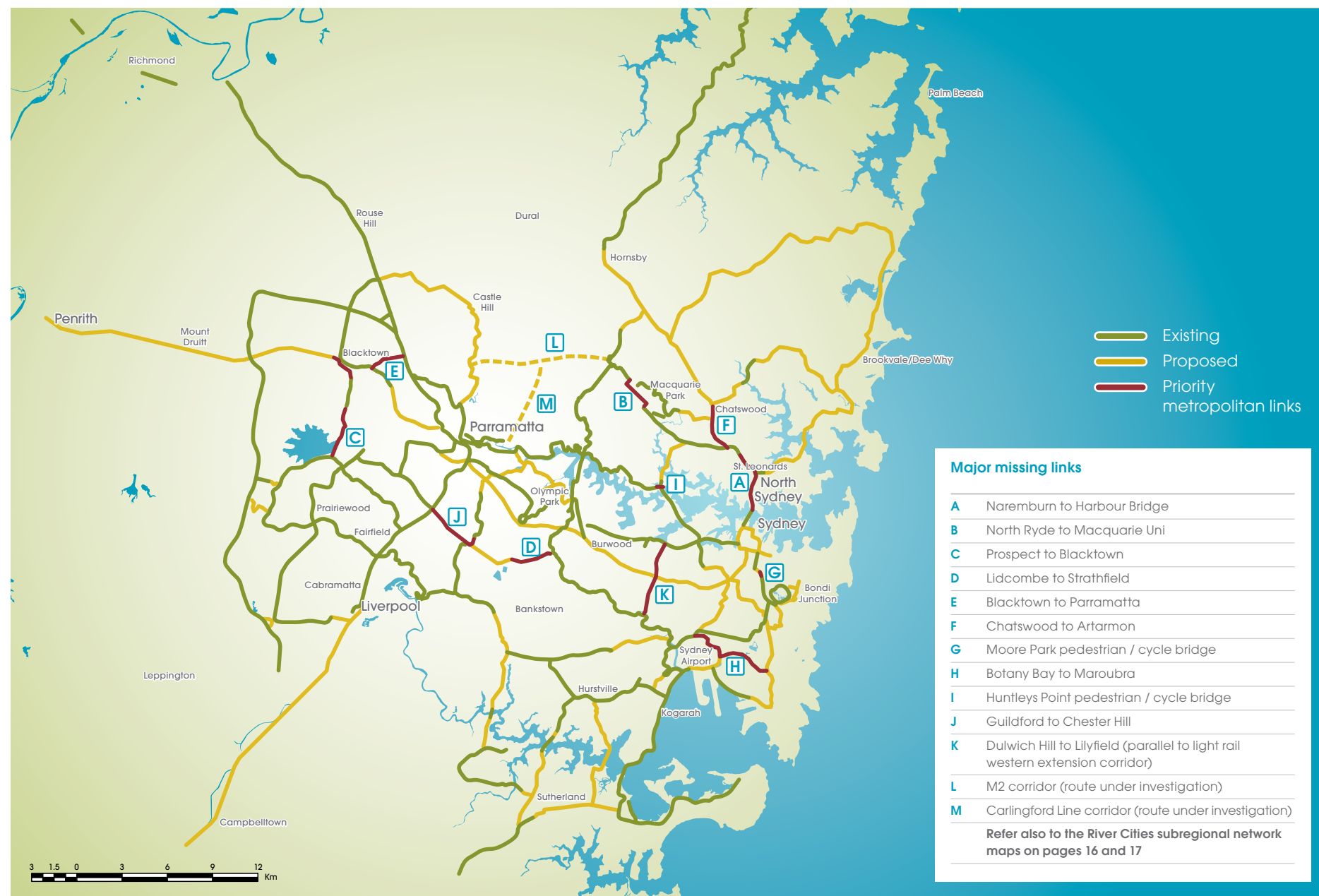
Links may serve an area or corridor already experiencing strong growth in cycling, or where other construction works present the opportunity for cycling improvements. Links can integrate existing high-quality cycleways with other local bike routes, and may also improve pedestrian safety.

Including local cycle links jointly funded with councils, more than 900 kilometres of cycleway have been developed in Sydney since 1999 (approximately 350 kilometres of off-road paths and 550 kilometres of on-road bike facilities).

The NSW BikePlan prioritises the remaining major missing links in the Metro Sydney Bike Network. Concept design has been completed or is now being prepared for the highest-priority links, totalling approximately 50 kilometres, with acceleration brought forward through the Metropolitan Transport Plan, in consultation with local councils.

The NSW Government will fully fund construction of an average of 10 kilometres of new connections in the Metro Sydney Bike Network each year, focusing first on the identified priority metro links. Additionally, route identification and design work will be progressed for two regional corridors in the Hills District.

Over and above this commitment, the NSW Government will deliver local cycleways across metropolitan Sydney in partnership with local councils, and other bike facilities as a component of major RTA roadworks. Additionally, cycleway projects may be accelerated with the future support of the Australian Government.



CASE STUDY

NORTH COAST AREA HEALTH SERVICE 'ONE CAR LESS' PROGRAM



Coffs Harbour offers good conditions for commuting by bike.

With around 8,000 employees, the North Coast Area Health Service (NCAHS) is a significant employer in a field that promotes healthy living.

Jillian Adams, NCAHS Nutrition & Physical Activity Coordinator, says the workforce recognises the potential benefits of active transport over driving. 'About 1,200 staff completed our 2009 Travel to Work Survey, with around one in four saying that with some support they would cycle to work on at least one day a week.'

The NCAHS Travel to Work Survey let NCAHS staff know about initiatives supporting active travel to work, and provided a baseline for future monitoring. The survey supports the

NCAHS 'One Car Less' program, an initiative which aims to enable staff to commute by a mode other than car one day a week.

'Incentives like cycleway maps, anti-theft tagging of bikes and end-of-bike trip facilities will be very important to the ongoing success of the One Car Less program,' says Jillian. 'AustCycle training has also been provided to staff to increase their cycling skills and confidence, through the support of the Department of Environment, Climate Change & Water. It's another strategy supporting our overall policy of encouraging active travel to work.'

NCAHS has proactively introduced the One Car Less program to other regional workplaces, including the North Coast TAFE Institute and Southern Cross University, by making web-based staff survey tools available for use by major employers interested in promoting or supporting active travel by their employees.

CASE STUDY

GOSFORD TAFE 'REBYCYCLE' COURSE



Rebicycle program participants gain skills that can be used in the growing industry of bicycle maintenance and repairs.

Gosford TAFE's 'Rebicycle' bike maintenance program provides young people at risk with education, group work opportunities, appropriate contact with the NSW Police and links into their local community.

Working to recycle lost, unclaimed and donated bicycles, the Rebicycle course covers bike building and maintenance, cycling safety, work readiness and team-building skills. With a strong focus on workplace training, the course also promotes occupational health and safety, bike industry networking opportunities and career options.

One of the Rebicycle teachers, Nicolette, says the course provides

a great chance to develop new skills. 'There is always a great response from the kids,' she says. 'They let down their guard, working hands-on in an outdoor environment and as a member of a team. They learn problem-solving skills and the ability to deal with frustrations in a different context to the one they may be used to.'

Two Rebicycle courses are run each year. On completion each student receives a bicycle and a Certificate in Access to Vocational Studies which can lead to further TAFE courses or entry into the bike industry. Bikes recycled and repaired by Rebicycle students are donated to charity or directly to disadvantaged people who need a bike for independent transport or to aid in recovery from illness.

Some Rebicycle graduates have successfully moved on to a job with the bike industry while others have returned to school. Graduates have also demonstrated safer cycling behaviours by using helmets and hand signals and showing general respect for road rules.

CASE STUDY

HAWKESBURY HIGH SCHOOL



Hawkesbury High School boys and girls participate in many different school-based bike-riding activities.

Hawkesbury High School has successfully encouraged school-related bike-riding through the Bicycle NSW 'Ride2School' program.

Ride2School aims to help more students ride, scooter, skate or walk safely and responsibly to and from school. The program has established partnerships between Bicycle NSW, NSW Police, local retailers, Hawkesbury City Council, the RTA and Hawkesbury High School's P&C.

Deputy Principal Phil Williams says participation in Ride2School offers valuable learning experiences to students, including cycling safety and being part of the overall traffic scheme, wearing a helmet and riding safely in groups. 'Students also learn about the environmental benefits of cycling and how it helps improve health and fitness,' says Phil.

A weekly cycle sport program allows the school's cycling group to cycle on local roads and the BMX facilities within riding distance of the school. The school also enters the NSW All Schools Triathlon, which encourages regular physical activity and promotes longer-distance cycling.

In coming years, the school will invite senior students from its four main feeder primary schools to join the Ride2School program and participate in the group ride and associated festivities, using footpaths as permitted for bike-riders younger than 12.

More cycling-related content will be included in the 'Driving to Survive' unit for learner drivers and Bicycle NSW will help Hawkesbury High School with a bike safety and maintenance program for students. The school has also registered in the NRMA Gold Medal Cycling Challenge in which participants have nine months to accumulate 500 kilometres of bicycle travel.

The convenience of driving a car makes it the preferred choice for most personal travel in NSW, even for short distances.

Yet at a comfortable average speed of 15 km/h, a routine car trip of five kilometres can become a pleasurable bike ride of 20 minutes.

Obviously, car trips allow drivers to carry passengers, tools or heavy shopping, and public transport may be the most sustainable choice for those unable to ride a bike. However, the NSW BikePlan will focus on the numerous personal trips for which a bike may be the most convenient and enjoyable transport mode.



02 CREATE CONNECTED CYCLING NETWORKS

‘I want to ride my bike on roads and paths away from busy traffic.’

The NSW Government will give priority to connecting Major Centres with regional and subregional cycle routes

The progressive completion of missing links in Sydney will open areas up to cycling which have been cut off from bike networks by busy roads, landscape features or inaccessible land uses.

The upgrade of just one section of a major cycle route can encourage increased cycling for more extended journeys. In turn, this improves the case for further investment to progressively link other cycleways to form completed networks.



NSW BikePlan action

Lead agency: Roads & Traffic Authority

- 2.1** Improve cycle networks in Sydney by:
- a. completing missing links in the Metro Sydney Bike Network of low-stress regional routes, to connect all Metropolitan Strategy centres (see page 10)
 - b. completing subregional cycle networks within a ten kilometre catchment of western Sydney’s River Cities, Parramatta, Liverpool and Penrith (see page 16)
 - c. working with local councils to improve the neighbourhood connections that serve Metropolitan Strategy centres, to offer a 40-minute low-stress cycling travel time for residents within a ten kilometre radius of any major centre.
 - d. considering parallel cycleways as part of rail construction and upgrade projects and
 - e. working with local councils to accelerate construction of an inner Sydney strategic cycle network, to help relieve congested inner area public transport services.
- 2.2** Improve subregional cycle networks that serve Newcastle, Gosford and Wollongong (see page 21).
- 2.3** Accelerate the delivery of regional and local cycleway networks through:
- a. works-in-kind Planning Agreements with developers and
 - b. other development contributions for regional infrastructure.



THE RIVER CITIES BIKE PROGRAM

The Metropolitan Strategy nominates Parramatta, Liverpool and Penrith as key locations for new jobs, infrastructure and cultural activities.

The ten-year, \$78 million River Cities Bike Program focuses on the regional cities located on the Parramatta, Georges and Nepean rivers in Western Sydney. The Program will grow cycling into, out of and around the cities to match the increase in bike-riding already under way in Sydney's east.

The River Cities Bike Program will fast-track the delivery of cycle infrastructure, parking facilities and cycling skills training opportunities within the five to ten kilometre – or 20 to 40-minute bike ride – radius of the Parramatta, Liverpool and Penrith city centres.

The River Cities Bike Program will be implemented through a partnership of State agencies and local government, with not less than 75 per cent of costs provided by the NSW Government over the life of the program. Initiatives will provide the model for similar investment in other local communities across NSW.

The focus in Parramatta will be on completing missing links in the Parramatta Valley Cycleway and connecting the CBD to Westmead through Parramatta Park. Work will also start on a missing link in the M4 Regional Cycleway at Merrylands.

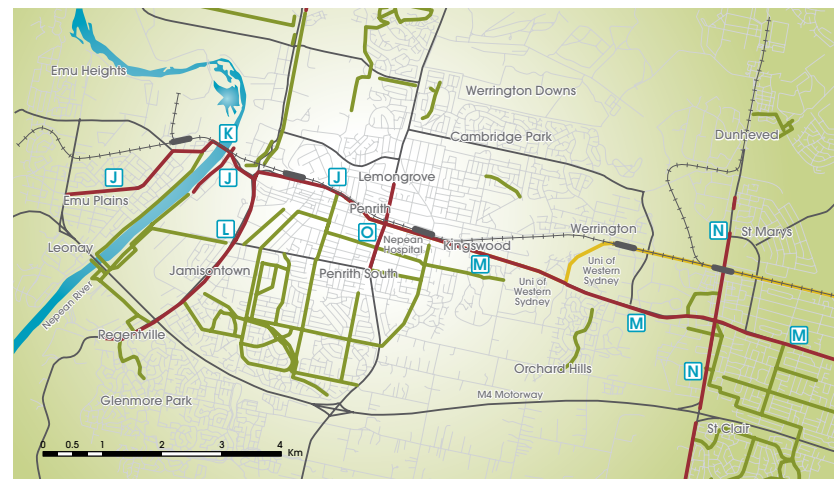
In Liverpool, work on the Liverpool to Campbelltown Rail-Trail will get under way, with construction to start on the first section between the southern CBD and the Casula Powerhouse Arts Centre.

Penrith will see work start on a shared path along the Great Western Highway west of the city centre.

Liverpool Subregional Bike Network



Penrith Subregional Bike Network



- Existing cyclway
- Proposed Metro Sydney Bike Network
- Priority River Cities Subregional Bike Network
- Local street network
- State road network

Priority projects

- | | |
|----------|---|
| A | Parramatta Valley Cycleway missing links |
| B | M4 Regional Cycleway missing link |
| C | Parramatta to Westmead and Wentworthville |
| D | Parramatta Park improvements |
| E | Western Hills District cycleway |
| F | Duck River cycleway |
| G | Liverpool to Campbelltown Rail-Trail |
| H | Liverpool western subregional connections |
| I | Liverpool eastern subregional connections |
| J | Penrith to Emu Plains |
| K | Victoria Bridge investigations |
| L | Penrith to Regentville – Mulgoa Road shared path |
| M | Penrith to St Marys – Great Western Highway shared path |
| N | Penrith eastern subregional connections |
| O | Penrith South to Castlereagh |

Parramatta Subregional Bike Network



50/50 FUNDED LOCAL CYCLEWAYS

Most bike trips begin and end on a local street. Local councils are the main providers of cycling infrastructure and are best placed to understand and meet the varying needs of cyclists at a local level.

In the Greater Metropolitan Region, councils are improving local cycleways that connect with RTA-built regional links to create networks of congestion-free travel for commuters. One example is the City of Canada Bay in Sydney's Inner West, which plans to complete its local cycle network in stages with assistance from the RTA.

Similarly, new cycleways provide access to important community facilities in regional and rural NSW, especially in lower-density areas where some groups can be disadvantaged by limited public transport options or the cost of car ownership. Cycleway investment in the Gundagai Shire Council area, for example, is guided by Council's local bike plan, which nominates projects for RTA part-funding.

Councils across NSW are supported by the RTA's local council cycleways program which has provided an average of at least \$5 million in 50/50 funding each year for the last five years. In 2009/10 the program has funded 92 cycle projects, delivered in partnership with 77 local councils across NSW.

As demand for cycling facilities at the local community level continues to grow the NSW Government will maintain existing funding for the RTA's local council cycleways program, leading to completion of community cycle infrastructure worth at least \$10 million annually.

When other 50/50 council programs are added, such as Department of Planning support for the NSW Coastline Cycleway, the NSW Government and councils will in partnership deliver active transport infrastructure for local communities to a total value of around \$150 million over the 10 years to 2020.

City of Canada Bay local cycle network (detail)



— Completed — Proposed — Recently constructed with RTA support

Gundagai Shire Council local bike plan



The NSW Government will support local councils in building and increasing the use of local cycleway networks

While a growing number of bike trips to Major Centres may start, finish or travel on a regional cycleway, most bike-riding happens on local streets.

Growing cycling on streets managed by local councils requires well signposted and connected routes that get people to everyday destinations like shops, schools, beaches, parks or swimming pools. In larger cities, where short trips may take people through several council areas, local bike networks must link across council boundaries.



NSW BikePlan action

Lead agency: Roads & Traffic Authority

- 2.4** Increase dollar-for-dollar assistance to fund local council bike plan actions that:
 - a. complete cycle networks in urban areas, making funding conditional (where relevant) on the development of networks that connect across local council boundaries
 - b. improve signage for existing facilities and
 - c. provide facilities in NSW country towns and cities, focusing on improving accessibility for short cycling trips to CBDs, education, shops and regional services (see page 18).
- 2.5** Help local councils promote their cycle facilities and associated programs by providing seed funding for community cycling events during NSW Bike Week.
- 2.6** Review and promote good practice designs for the construction, linemarking and signage of safe shared pedestrian and cycle paths, and investigate options to convert existing footpath sections to shared use where safe.
- 2.7** Provide local cycle links to new public transport interchanges through the delivery of major projects.
- 2.8** Work with relevant local councils to introduce lower speed limits where appropriate and investigate the feasibility and safety of changes to traffic regulations (and associated technical directions) that improve accessibility for cyclists on local street networks, including wider use of 'Bicycles Excepted' provisions on One Way and No Entry streets.
- 2.9** Develop standard designs and traffic rules for shared pedestrian and cyclist road crossing treatments that can be used by riders without dismounting.
- 2.10** Develop and implement plans to connect and upgrade off-road cycle links in identified Aboriginal communities, based on formal Road Safety Assessments, and support new infrastructure with programs to increase safe cycling by transport-disadvantaged indigenous groups.
- 2.11** Provide guidelines and good practice information for local councils wanting to set up city or town centre 'public bicycle' rental or loan schemes.

The NSW Government will increase awareness of and access to existing cycle routes

In many cases, the key to cycling’s appeal is whether riders can avoid conflict with busy traffic. This is illustrated by usage data for routes where cycling infrastructure has been upgraded.

Extensive cycling facilities already exist in many places across cities and towns in NSW and older and denser suburbs contain networks of low-speed residential streets that provide ready-made cycle routes.

Not knowing where to ride can be a barrier to cycling. Online tools can share this knowledge and highlight new opportunities for riding a bike.



NSW BikePlan action	Lead agency: Roads & Traffic Authority
2.12 Build and maintain a comprehensive online source of NSW Government bicycle information that offers: <ul style="list-style-type: none">a. a bike route-finding facility on the Transport Info 131500 website accessible through web-enabled mobile phones and GPS devicesb. a cyclist feedback facility to share route ideas, identify safe local opportunities for short shared path sections and alert road authorities to cycleway maintenance needsc. user-friendly instructions for creating and printing personalised cycle network maps andd. calculators that show how cycle trips contribute to recommended daily physical activity and carbon reduction benefits.	
2.13 Make online information accessible to non-English-speaking cyclists, and in other forms to users without internet access.	
2.14 Install route signage on all new cycleways that highlights the distance and typical duration of bike travel to key destinations and aligns with existing public transport interchange signage guidelines.	
2.15 On existing Greater Metropolitan Region cycleways upgrade signage to show bike trip distance and duration when routes are maintained.	



CONNECTING CYCLE NETWORKS IN GREATER METROPOLITAN REGION CENTRES

Cycling is an important part of the transport scene in Newcastle, Gosford and Wollongong.

The NSW BikePlan delivers funding for better cycling facilities in the Hunter, Central Coast and Illawarra regions. Through joint projects and planning, bike access in established suburbs and CBDs will be enhanced with extensions and links to existing cycle networks, and bikes will continue to provide a key transport choice in growth areas.

Newcastle and Lake Macquarie have traditionally been among the State's higher bike-using areas. The NSW BikePlan includes funding to accelerate the completion of the popular Fernleigh Track, built along an old coal haulage and passenger train corridor and creating a major regional cycleway from Adamstown to Belmont. Rail-trail conversion of the old Glendale to Wallsend tramway, another joint project between the two local councils and the RTA, will also get under way.

In **Gosford** the shared path around Brisbane Water will be completed, and the feasibility of a new connection between Point Clare and Gosford investigated along the rail line. Cycleways will be extended along the Central Coast Highway, Terrigal Drive, Avoca Drive and the Pacific Highway between Gosford and Ourimbah. In **Wyong**, shared paths will be extended and connected, completing missing links such as between Tuggerah and Norah Head, and routes to the new Warnervale town centre.

North-south access for Illawarra cyclists must be along the road corridors squeezed between the escarpment, Lake Illawarra and the coastline. In **Wollongong** and **Shellharbour** the cycleway next to the Princes Highway will be extended, with an initial focus on sections at Dapto and Albion Park Rail. Longer-term investigations will look at options to improve access at the Windang Bridge cycleway, and links in growth areas like West Dapto. **Kiama** will see projects such as the completion of the shared path linking Gainsborough estate to Swamp Road.



The NSW Government will improve the provision of cycle facilities as part of major road projects and other roadworks

The significant investment in and planning for road projects across the metropolitan area and NSW – including the \$21.9 billion commitment in the Metropolitan Transport Plan – presents good opportunities to provide, connect and improve cycling facilities.



NSW BikePlan action

Lead agency: Roads & Traffic Authority

- 2.16** Provide shared pedestrian and cycle off-road facilities in all appropriate locations as part of State Road projects in the Greater Metropolitan Region.
- 2.17** Provide cycleways as part of all State Road projects in country NSW, aiming for:
 - a. in speed zones of 70 km/h and over – a sealed shoulder with enhanced linemarking to reinforce the visual separation of cyclists from motor traffic in higher-speed areas
 - b. in urban areas – high-quality off-road shared facilities and
 - c. in all locations – conflict-free access for cyclists at points where the road narrows to cross a bridge or go through a cutting.
- 2.18** Develop, test and install slimline bus shelters that improve visibility and reduce obstacles for cyclists using footpaths and shared paths adjacent to major bus corridors, such as the Inner West Busway along Sydney’s Victoria Road.
- 2.19** Consider the routine delineation of green-painted ‘Bike Boxes’ that provide a head-start for cyclists at traffic signals, when undertaking periodic resurfacing or linemarking on regional or local cycle routes that meet one or more of the following criteria:
 - a. on a two-lane road
 - b. on a road with a speed limit of 50 km/h or less and/or
 - c. on a road with all-day kerbside parking on the approach to the intersection.
- 2.20** Maintain safe cycleways by programming the sweeping of regional cycleways and debris clean-up from sealed shoulders.

The NSW Government will promote recreational bike-riding and access by bike to open spaces including Sydney Harbour and its tributaries

The NSW coastline is gradually being linked through the completion of the NSW Coastline Cycleway, providing local transport options for communities from Eden to Tweed Heads. Other programs promote healthy cycling in open space areas across Sydney, including cross-regional recreational trails and shared paths to and alongside the Harbour and its major tributaries.

Many of these paths offer commuting routes and sustainable ways to explore NSW National Parks. Other trails traverse varied landscapes across country regions. In an urban setting, Sydney Olympic Park is one of Australia's best places for family bike-riding.

Cyclists using these facilities may extend their riding to the daily commute and other practical travel.

NSW BikePlan action

Lead agency: Department of Planning

2.21 Maintain programs that enable:

- the progressive completion of the NSW Coastline Cycleway, through dollar-for-dollar support for local councils
- the delivery of cycleway projects under the Metropolitan Greenspace and Sharing Sydney Harbour Access Programs, through dollar-for-dollar support for local councils and
- the upgrading, extension and promotion of cycleways to and within major urban recreational destinations such as Centennial Park, Sydney Olympic Park, Parramatta Park and the Western Sydney Parklands.

2.22 Fund local recreational cycling facilities through NSW Sport & Recreation Facility Grants programs.

2.23 Promote cycle access to and through designated NSW National Parks and Crown reserves, including the use of sustainable mountain bike tracks.



CASE STUDY

NORTH RYDE TO NAREMBURN CYCLEWAY



Every improvement to the regional cycle route between North Ryde and Central Sydney has been followed by increased use.

The number of cyclists crossing Sydney Harbour Bridge on an average work day grew by over 60 per cent between 2006 and 2009. One of the reasons for this sharp rise is the shared pedestrian and cycleway completed between North Ryde and Naremburn in 2007 as part of the Lane Cove Tunnel project.

The North Ryde to Naremburn cycleway connects numerous local streets, paths and cycle routes to a high quality main line and supports access to the concentration of jobs and other travel destinations along the St Leonards-North Sydney-Sydney CBD axis. The cycleway

is an example of the ingenuity needed to accommodate walking and cycling successfully within one of Australia's busiest transport corridors.

For most of its 7.5 kilometres the North Ryde to Naremburn cycleway is four metres wide, providing the space for a pedestrian only footpath and a separated two-way bicycle path.

Short sections narrow to three metres, and are signposted as shared space for both pedestrians and cyclists. For riders used to traversing the sandstone slopes of Sydney's North Shore, the cycleway mostly follows a gentle gradient of less than five per cent.

RTA plans for the Metro Sydney Bike Network include extensions at both ends of the North Ryde to Naremburn cycleway. In 2010/11 work starts on sections of new cycleway between Naremburn and North Sydney, while engineering studies will be undertaken for the long-term 'HarbourLink' proposal.

CASE STUDY

M7 CYCLEWAY



The M7 shared path makes active transport an option for this dynamic growth corridor, today and tomorrow.

The 40 kilometre cycleway parallel to the M7 motorway between Prestons and West Baulkham Hills in Western Sydney was Australia's longest continuous grade-separated cycleway at its opening in 2005.

The M7 shared path is wide, fully lit and completely separated from the heavy vehicles that ply one of the busiest long-distance freight routes on Australia's eastern seaboard. The M7 cycleway services a corridor that is transforming a semi-rural landscape to a major generator of regional employment.

With over 60 connections to adjacent local streets and paths, the M7 cycleway links more than 20 residential suburbs, the growing industrial job markets at Wetherill Park and Eastern Creek, four TAFEs, a university campus and the Western Sydney Parklands.

As well as meeting today's active transport needs, the M7 cycleway was designed with an eye to shaping future travel habits. For example, several pedestrian and cycle bridges over the motorway were constructed and left in place ready to provide a link, when needed, between the cycleway and planned residential and employment areas to the west.

CASE STUDY

DUBBO CATHEAD CLEAN-UP SCHEME



Dubbo BUG's Kathy Furney appreciates spending more time on her bike, and less fixing punctures.

Dubbo Bicycle User Group member Kathy Furney retired from paid employment to enjoy the peace and country air of Dubbo. Kathy loves nothing more than to join Dubbo BUG companions for a long bike ride along one of the many quiet back roads around the Western Plains of NSW.

'It's vital for me to maintain a healthy life. I love the freedom of cycling, too,' Kathy says. 'Dubbo is a good place to ride around as it is mostly flat and in town the streets are generally wide enough to share with cars when you want to do those little trips down to the shops.'

Spoiling Kathy's cycling are catheads, the hard and spiky seed pods of a noxious weed. Catheads are most prevalent after rain through spring, summer and autumn – often when cycling is most popular.

In response to this local problem Dubbo City Council has updated its regular weed clean-up program to help eradicate the catheads. The program now schedules clean-ups every fortnight or so, including the mowing of grassed areas adjacent to cycleways, weed-spraying and blowing catheads off paths.

Also, says Kathy, 'people with access to the internet can report the occurrence of catheads via a facility on the Dubbo City Council website, or pop into Council's Customer Service Centre and let staff know where weeds need dealing with.'

'Since Council stepped up the cathead program I am spending more time riding and less time repairing punctures, which is a great incentive to keep on riding.'

Improved safety, drivers' increased awareness of bike-riders, support for children and a better understanding of how to use shared roads and paths will encourage new cyclists and give confidence to those who are thinking of returning to cycling.



03 MAKE BIKE-RIDING SAFE FOR ALL

‘I want my kids to be safe on their bikes. I want to feel safe on my bike. I want to share the road or the path responsibly with other users.’

The NSW Government will support school communities in encouraging safe bike-riding by primary and secondary school age children

Children love to ride bikes. For young riders, a bicycle brings independence, enlarging horizons and self-confidence.

The road is the wrong place to learn road sense. Children up to 10 years old should build their cycling experience on shared paths away from roads.

Up to the age of 12, children can ride their bike on roadside footpaths, learning to become aware of other users while under adult supervision.

The road safety habits learned during children’s early experiences on two wheels can then carry over to their adult behaviour, and parents and carers can be confident that their child will be safe.

Evidence shows the health benefits of cycling outweigh the risk of injury – yet fear is a major factor limiting cycling.

NSW BikePlan action	Lead agency: NSW Centre for Road Safety
3.1 Provide school communities with: <ul style="list-style-type: none">a. up-to-date safe cycling curriculum resources, as part of the School Road Safety Education programb. up-to-date policy advice and syllabus-based materials that focus on the personal and community benefits of active transport, including increased and safer cycling (see 4.3) andc. practical guidance on increasing access by active transport, as part of school travel plans for NSW Government schools.	
3.2 Develop a Bicycle Riding Skills Manual for teachers of senior primary and high school students.	
3.3 Enable parent peak bodies to provide a central source of information to school communities on the safe cycling skills development and encouragement programs offered by non-government organisations that meet NSW Government road safety and child protection requirements.	
3.4 Provide NSW Police and local councils with cycling policy and safety advice for distribution to community groups.	
3.5 Provide up-to-date guidance to school communities on the design and location of bicycle racks and cages, provide these as standard in new NSW Government schools, and fund the installation of bike racks in existing NSW Government schools where requested by the school community.	



The NSW Government will promote the development and improvement of safe cycling skills by new, returning and experienced cyclists

A growing group of adults are returning to cycling after a lengthy absence or are taking up cycling for the first time. These riders bring to cycling their experience as motorists.

Riding a bike is a learned skill that improves over time, bringing the confidence to handle different road conditions. Training and assistance options include instruction in cyclists' responsibilities and rights under the Australian Road Rules.

NSW BikePlan action

Lead agency: Roads & Traffic Authority

- 3.6 Offer train-the-trainer support to community groups, equipping accredited practitioners to pass on cycling proficiency skills to novice adult riders.
- 3.7 Fast-track the roll-out of adult cycle skills training in the Western Sydney River Cities of Parramatta, Liverpool and Penrith, extending this initiative later to regional cities like Newcastle and Wollongong.
- 3.8 Investigate a national standard for the accreditation of adult cycle proficiency training and/or trainers, and establish if required.
- 3.9 Facilitate new and inexperienced adult cyclists' contact with local bicycle user groups which can provide appropriate advice and support based on their knowledge of local cycling conditions and may operate their own 'Bike Buddy' and/or commuter 'Bike Bus' initiatives.
- 3.10 Promote safe riding practices by training and racing cyclists, including the Code of Conduct prepared in consultation with these stakeholders.
- 3.11 Explore ways of offering wet weather or breakdown 'Get you Home' cover for cyclists as a benefit of motorist association membership, including family cover for children.



The NSW Government will promote, reinforce and enforce road users' awareness of and responsibilities towards more vulnerable road users

Cyclists share local roads with cars. Completing networks of separated bicycle paths for cross-regional travel will not change the need to start and finish bike trips on local streets. In some places – like where a main road follows a ridgeline and no connected parallel route can be provided – an experienced cyclist will choose to share the road with heavier traffic, like trucks and buses.

In return for obeying road rules, cyclists are entitled to courteous and safe treatment by motorists. Likewise, cyclists must respect pedestrians' safety, comfort and right-of-way on shared paths.



NSW BikePlan action

Lead agency: NSW Centre for Road Safety

- 3.12** Develop and deliver road safety information and campaigns based on research evidence about key road safety issues affecting cyclists and other road users.
- 3.13** Continue to implement, evaluate and update regular 'Share the Road' activities to encourage mutual respect among road users, including:
 - a. educating the public on road rules affecting all types of road users
 - b. enabling cyclists to obtain online advice about quiet street route alternatives to major roads
 - c. promoting safe behaviour by cyclists towards pedestrians and wheelchair users on shared paths with signage and pavement markings to reinforce pedestrians' right-of-way
 - d. providing information to minimise conflicts between cyclists and high-speed traffic on motorways where breakdown lane cycling is permitted and
 - e. liaising with transport industry associations, unions and operators to understand the road-sharing needs of cyclists, trucks, buses and taxis and develop strategies to reduce conflicts.
- 3.14** Complement information campaigns with ongoing enforcement of cycling-related road rules, including initiatives directed at both cyclists and drivers.
- 3.15** Investigate ways to increase learner and novice driver understanding of cyclists' needs, including:
 - a. appropriate coverage in the Driver Knowledge Test and
 - b. information and assistance provided through driving instructors to students who may benefit from additional training in this area.

The NSW Government will continue to enforce or promote the use of the right safety equipment for bike-riding

Having the proper equipment, including a well-fitted bicycle helmet, must always complement safe cycling habits, including choosing to ride away from busy traffic. Wearing a helmet lowers the risk of serious head or brain injury. Cyclists should also make themselves as conspicuous as possible, especially in low visibility conditions.



NSW BikePlan action

Lead agency: NSW Centre for Road Safety

3.16 Increase the rate of safe helmet-wearing by cyclists by:

- promoting the requirements for and benefits of wearing an Australian Standards-compliant helmet, with a focus on children and teenagers and other types of cyclists with low helmet-wearing rates and
- enforcing the legal requirement for cyclists to wear an Australian Standards-compliant helmet through targeted road safety initiatives.

3.17 Consult standards-testing organisations and bicycle industry stakeholders on the benefits and feasibility of all new adult bicycles being required to be sold with:

- a bell or horn (as required to be installed under the Australian Road Rules) and
- both front and rear lights (installation not currently mandatory under ARRs).

3.18 Work with and on behalf of other jurisdictions to revise, advertise and enforce the national Australian Design Rule for power-assisted pedal cycles that can be used without vehicle licensing or rider registration, potentially based on:

- specifications for maximum motor power and assisted speed
- auxiliary-only motor function
- pedalling required for motor starting and assistance and
- product labelling to show energy efficiency.

3.19 With other jurisdictions, develop and implement registration and licensing options for the ownership and use of existing power-assisted pedal cycles that do not meet the above requirements.



CASE STUDY

BALGOWLAH SCOUTS SAFE CYCLING BADGE



Balgowlah Scouts' inaugural Safe Cycling event was a great family day out.

'I remember riding my bike everywhere as a kid with my schoolmates because it was the best way for us to get around and develop a greater sense of the world around us,' says Edward Dugan, Scout Leader, 1st Balgowlah Scout Group.

'When I learned about initiatives being considered to increase safe cycling in the Brookvale–Dee Why area I quickly found a way to help young people here become involved.'

Edward applied for a training voucher from the Department of Environment, Climate Change & Water, entitling his troop to a free cycling training course conducted by an AustCycle trainer. AustCycle is designed to help community teachers pass on everyday cycling for transport skills in a confidence-building setting.

Following AustCycle training the 1st Balgowlah Scouts developed a Safe Cycling Scouts badge course to educate children and their parents or carers in safe cycling and basic bike maintenance. The badge course aims to increase the number of people riding and the visibility of local safe cycling groups at community cycling events such as the Sydney Spring Cycle.

The badge course involves workshops run by the 1st Balgowlah Scouts attended by around 50 local troop members, including children and adult helpers. The badge course may be taken up by other parts of the State's Scouting movement.

'This is a fantastic opportunity for all Scout, Guides and Cub groups around NSW to do the same thing for the benefit of our kids and their collective future,' says Edward.

CASE STUDY

CITY OF SYDNEY SAFE ROAD USER CAMPAIGNS



City of Sydney bus shelters get the safe cycling message across.

Increased cycling and new cycleway designs present their own road safety challenges. In 2009 a City of Sydney marketing campaign reinforced the responsibilities of different road users, whether they're getting around town on two wheels, four wheels or two legs.

The City's marketing asks bike-riders to respect red traffic signals in order to increase safety, protect other road users, and legitimise the perception of cycling as practical, day-to-day transport.

Based on research showing the proportion of cycling injuries in central Sydney involving car doors, the City's driver message encourages motorists to look behind them before getting out.

Pedestrian messages coincided with the opening of Sydney CBD's first bi-directional separated cycleway on King Street. This runs parallel to a road with one-way motor traffic, requiring pedestrians to look both ways.

Complementing the City's safety messages, new pavement markings developed with RTA support at busy shared paths, like the popular Pyrmont Bridge path, highlight how pedestrians and cyclists should consider each other's needs.

CASE STUDY

AUSTCYCLE



Bike-riding skills trainer Donna Meehan runs AustCycle courses for all ages.

AustCycle is a national cycling training scheme that aims to provide people with the skills to ride confidently, safely and more often.

A joint venture between the Amy Gillett Foundation, the Bicycle Federation of Australia and Cycling Australia, AustCycle delivers cycling training through accredited Teachers and Providers.

The AustCycle Teacher accreditation process is based on the National Coaching Accreditation Scheme. AustCycle Providers are licensed to run businesses that deliver cycling training under the AustCycle banner using AustCycle Teachers.

As an AustCycle Teacher and Provider, Donna Meehan was attracted to accreditation for its business opportunities, and to be part of a national body. 'AustCycle offers me branding, and nationally recognised training accreditation to a high standard,' she says.

'Participants are enthusiastic and love taking part in the training. The interest from people to undertake the training is huge and the response has been overwhelmingly positive.'

CASE STUDY

THE DULWICH HILL SATURDAY SLOWIES



The Dulwich Hill Saturday Slowies provide a welcoming environment for riders with differing levels of experience.

Dulwich Hill Bicycle Club was founded in 1908, making it the oldest continuously operating cycling club in Sydney. Club president Geoff Martin has observed increasing interest in cycling since around 2000.


‘We have seen big growth in our membership, and around two-thirds of our 100-plus members are non-racing cyclists,’ Geoff says.

Much of the club’s energies are devoted to promoting cycling for new riders. The ‘Saturday Slowies’ group attracts a diverse set of riders, including Geoff’s 10-year-old son Ryan, riding all sorts of bikes on a managed route to Centennial Park and back, plus an hour spent touring the park at one’s own speed.

‘This builds the confidence of beginner riders,’ says Geoff, ‘and we are now getting more than 30 Slowies participating in a healthy and fun environment every weekend, with a focus on improving rider safety.’

The number of club members with formal cycle skills training is being increased from two to 12 or more through support provided by Cycling NSW, and AustCycle training sponsored by the Department of Environment, Climate Change & Water.

‘Formal training sessions build on the fellowship that the club offers through social cycling, which is not solely focused on competitive racing,’ says Geoff. ‘This will also allow us to enhance links with and contribute to the community, and to be local advocates for cycling.’



Cycling can meet a growing share of the transport needs which cars satisfy: flexibility, personal independence and a choice of destinations within a reasonable travel time.

The planning of local neighbourhoods should prioritise walking and cycling.

Good planning and design can create 'cyclable' suburbs and build cycling into the fabric of cities, towns and neighbourhoods. Integrating cycling into the planning and design of new urban developments and redevelopments can contribute to community safety and reduce congestion and air pollution.

04 PLAN CYCLING-FRIENDLY NEIGHBOURHOODS

‘I want the places where I live, work and play to be planned and built so that riding a bike is a natural and easy transport choice.’

The NSW Government will plan cycling-friendly places and promote cycling-friendly development decisions

Cycling is strongly influenced by the shape of our neighbourhoods. Planning ahead to locate residential areas and community activities (like schools, shops and workplaces) close together, and next to cycleways, makes it more likely that a bike will be used to get from one to another. Ongoing planning through the Metropolitan Strategy, related subregional strategies for Sydney and regional strategies for NSW high-growth regions will incorporate cycling to help create sustainable communities.



NSW BikePlan action	Lead agency: Department of Planning
4.1	Ensure strategic planning for regions and subregions encourages cycling-friendly development concentrated in centres.
4.2	Promote the use of professional and educational resources that show how cycling can be supported through the design and delivery of local land use, public transport and road developments, including: <ul style="list-style-type: none">a. updated Planning Guidelines for Walking and Cycling and associated guidance documentsb. updated Transport Impact Assessment guidelines (including an online bicycle parking calculator)c. local area traffic management technical directions andd. school syllabus-based teaching and learning resources that help teachers integrate cycling-friendly development concepts into student learning, enhancing environmental education.
4.3	Implement car parking policies that encourage cycling, by: <ul style="list-style-type: none">a. using local planning instruments to increase the proportion of bike to car parking spaces in public and private developments in Major Centresb. providing guidance on the installation of bike parking within car parks in safe and convenient locations close to entrances andc. investigating incentives to encourage commercial car park operators to convert one or more car spaces into end-of-trip facilities for cyclists.

The NSW Government will plan cycling-friendly places and promote cycling-friendly development decisions

NSW BikePlan action

Lead agency: Department of Planning

- 4.4** Help local councils develop and apply a detailed understanding of cyclists' needs in Community Strategic Plans, by:
- a. updating How to Prepare a Bike Plan guidelines, including tips on structured and regular consultation with local bicycle user groups
 - b. providing councils with new tools to model the costs and benefits of active transport projects
 - c. promoting training in bicycle planning and design for council staff and
 - d. when necessary, coordinating State agency participation in decision-making forums, such as Local Traffic Committees.



The NSW Government will promote combined travel by bicycle and public transport

Making it easier to use a bike in combination with a train, ferry or bus service helps cycling become part of longer, cross-regional travel. This is particularly true for the region serviced by the CityRail network.

Cycling extends the reach and effectiveness of regional public transport, filling the gaps in the rail system or where there is limited space for car parking at rail stations. With five kilometres being a comfortable distance to ride to an interchange with good bike parking facilities, the bike catchment of public transport can be more than 20 times the area within walking distance.

NSW BikePlan action	Lead agency: Transport NSW
4.5	In line with interchange planning guidelines, provide full-frame cycle racks, under cover and CCTV surveillance and near interchange entrances where possible, at all CityRail stations, ferry wharves and major bus interchanges.
4.6	Maintain, promote and operate the existing cycle locker scheme at selected Greater Metropolitan Region public transport locations, offering a locker booking service through the Transport Info 131500 website.
4.7	Consider the installation of transport smart card-accessible secure bike storage cages at existing public transport interchanges with significant levels of bike parking demand and as part of new commuter car parks.
4.8	Permit the free carriage of bagged folding bikes within specified dimensions on all CityRail services.
4.9	Review restrictions on the carriage of folding bikes on coach and bus services.



The NSW Government will promote the installation and use of end-of-bike trip facilities at major destinations

Good bicycle parking is needed at more locations than just public transport interchanges. To make the most of parked bicycles' low space requirements, and the way that they can be brought close to facilities, bike parking should be well-designed, thoughtfully located and promoted to regular and casual users.

Employers should provide high standard shower and change facilities for their cycling workforce, and offer information to prospective workers and clients on how to get to and use these facilities.

NSW BikePlan action	Lead agency: Department of Environment, Climate Change & Water
<p>4.10 As part of strategies to achieve 'Green Star' sustainability ratings for commercial development, encourage the installation and use of high-standard bicycle parking and employee shower facilities:</p> <ul style="list-style-type: none"> a. in existing and new developments b. in major shopping areas, promoted through the offer of free or reduced-cost shopping delivery for bike-riding customers and c. at facilities shared and supported by partnerships of adjacent businesses in regional and major centres. 	
<p>4.11 Fast-track the provision of short-stay bike parking in Western Sydney River City CBDs in Parramatta, Liverpool and Penrith, followed by other regional cities including Newcastle and Wollongong.</p>	
<p>4.12 Run a competition to design bike racks as public artworks that combine functionality and urban design, and provide these to River City and other local councils to install and maintain.</p>	
<p>4.13 Encourage employers to promote themselves as cycling-friendly workplaces, based on the quality of their end-of-bike trip facilities, production of Workplace Travel Plans and Transport Access Guides, and corporate participation in events like Ride to Work Day.</p>	
<p>4.14 Require NSW Government agencies to offer high-standard access for cyclists as both employees and clients, by:</p> <ul style="list-style-type: none"> a. updating design guidelines for NSW Government-owned and leased buildings to include appropriate bike parking, showering and changing facilities b. defining and requiring good practice presentation of bicycle access information on agency websites and in Transport Access Guides and c. encouraging active transport choices through agencies' Workplace Travel Plans. 	
<p>4.15 Identify ways to extend good practice to all private commercial developments, for both cycling information and building design, including through changes to the Building Code of Australia.</p>	

CASE STUDY

MANLY CYCLE CENTRAL



Cycle Central provides secure storage conveniently located for bike access to Manly Wharf, shops, cafés and beaches.

Bike-riding can make a perfect match with train, ferry or bus travel. According to a NSW BikePlan survey the State's top users of cycling in combination with public transport live in two waterside communities, Woy Woy and Manly.

Helped by flat topography and traditional grid street layouts, Woy Woy, Umina and Ettalong are well-established bike riding suburbs. Around 100 of this area's cyclists lock their bike before boarding a CityRail service each weekday.

Manly Council's 'Cycle Central' facility was used by about 70 cyclists every day at the start of 2008, and attracted nearly twice as many daily users by the end of that year, in a space created by the conversion of only five car parking bays.

Cycle Central is an enclosed cage located on the ground floor of Council's Whistler Street car park. Registered users access the cage with a Council-issued swipe card and lock their bike to a rail inside.

Bike cages like Cycle Central offer security advantages over non-enclosed bike parking facilities, without the administrative and space requirements of bike lockers. Where there's moderate demand for bike parking at public transport interchanges the NSW Government will continue to provide bike racks, and maintain the existing bike locker program for the ultimate in bike protection. For new and upgraded interchanges secure bike cages offer a new way of encouraging 'dual mode' commuting.

CASE STUDY

VICTORIA PARK, SOUTH SYDNEY



Bike-riding is the natural transport choice for Peter Morton, one of the growing residential population of inner city redevelopments in NSW.

Peter Morton bought his bike soon after moving into Landcom's Victoria Park redevelopment in southern Sydney in 2004. 'I ride five kilometres to work most days and regularly use my bike in the evenings and weekends,' says Peter.

The 24-hectare Victoria Park site incorporates medium and high-density housing, and commercial and shopping facilities, for 5,000 people. Part of the Green Square urban renewal project, Victoria Park is located close to public transport, and is served by a cycleway network that connects Zetland, Green Square, Moore Park and Sydney CBD.

Each Victoria Park apartment building has a secure bike storage area. Residents enjoy walking and cycling safely around the development using wide and well signposted shared paths, and bike racks are provided at car parking locations.

'I ride for exercise and health benefits, for convenience (no parking hassles!), because it's good for the environment, and because it saves me money,' says Peter.

'Cycling is popular among residents here because we are close to so many things. Vic Park is well linked into the surrounding cycle network. More dedicated off-road or separated bike paths would encourage even more people to leave their car at home and get on their bike.'

CASE STUDY

SYDNEY AIRPORT



SACL employee Anthony Bevern has made cycle commuting to Sydney Airport part of his daily routine.

Sydney Airport's Ground Travel Plan shows that up to half of Sydney Airports 16,000 employees live within an eight kilometre radius of their workplace, with particular concentrations in the Eastern Suburbs and the St George area.

Joseph Chan of Sydney Airports Corporation Limited describes the size of the travel demand and challenge facing southern Sydney's largest workplace. 'The airport is a very big employer in the region with over 16,000 employees spread across the domestic and international terminals, the jet base and Qantas headquarters.'

SACL is promoting active transport by its employees. Facilities already in place include free showers and bike racks at the international terminal and the jet base, and SACL is looking at opportunities to provide better information for cyclists on its website, such as 'how to get there by bike' resources.

As Joseph says, 'these are the simplest, information-based measures that many employers could adapt for their businesses to increase the number of employees cycling to work.'

Complementing these initial steps, SACL plans to enhance infrastructure for cyclists by investigating improvements to cycleway links and intersections connecting the terminals and the jet base.



The direct economic benefits of cycling are significant for NSW. The bicycle sector employs people in retail, repair and service, information production, planning and tourism.

With the right strategies in place, more people cycling for transport and pleasure will translate into more jobs, especially for regional NSW.



‘I want to make cycling my business, building a sustainable enterprise that creates employment in my local community.’

The NSW Government will promote cycle tourism and organised community cycling events

NSW offers diverse bike-riding experiences close to its coastline, forests, National Parks and reserves, and cities and towns. The State enjoys the greatest share of day and overnight cycle tourists in Australia.

Moreover, cycle tourists are active contributors to the regional economy once they arrive in or start touring NSW. According to research, cycle tourists are more likely than other holidaymakers to participate in associated holiday activities like eating out, visiting art galleries and shopping.

Organised recreational cycling events provide a platform to promote increased cycling in local communities. Organisers can direct support if needed to less experienced riders and offer an enjoyable introduction to bike-riding in an easy and friendly environment.

NSW BikePlan action	Lead agency: Industry & Investment NSW
5.1 Through the NSW Tourism Industry Plan identify and promote cycle tourism opportunities such as:	
a. the NSW Coastline Cycleway	
b. regional experiences like food and wine tours and rail-trails and	
c. mountain biking in the Snowy Mountains and Blue Mountains, and linkages across other National Parks and publicly managed lands.	
5.2 Support major recreational and touring cycling events by:	
a. promoting safe participation in organised cycling events supported by formal traffic management arrangements and	
b. using programs linked to sports cycling events to promote widespread recreational bike-riding and community use of sporting facilities.	
5.3 Coordinate ‘Ride NSW’ bike tourism opportunities that are:	
a. part of an overarching NSW tourism industry plan	
b. promoted through a consistent visual identity, including route signage where possible and	
c. marketed through an online ‘one-stop shop’ of information on cycle tourism products across NSW.	
5.4 Provide tools and information for tourism operators and prospective cycle tourists, including:	
a. case studies on successful cycle tourism models	
b. advice on product planning and pricing and local council involvement and	
c. information on basic road rules relating to, and safety tips for, cyclists new to NSW.	

The NSW Government will support car-free regional cycle touring

Low-impact cycle tourism appeals to a growing number of international and domestic visitors who want to enjoy regional NSW without relying on a car.

Providing reasonable access to country and off-peak suburban and intercity rail services can meet this demand, as can bike hire schemes at tourist destinations.

NSW BikePlan action	Lead agency: Transport NSW
5.5	Promote bicycle carriage on off-peak CityRail services that have the vestibule capacity to accommodate bicycles without inconveniencing mobility-impaired passengers, to access recreational riding opportunities in the Illawarra, South Coast, Central Coast and Blue Mountains.
5.6	Investigate an online booking service for bicycle carriage on Countrylink services.
5.7	Ensure the improved capacity of Intercity and country trains to carry bicycles when rolling stock is replaced.
5.8	Provide guidelines for the establishment of small-scale touring bike hire schemes at destination rail stations which can be packaged with rental car and accommodation deals.



The NSW Government will encourage local cycling-related small businesses

Small cycling businesses have an intimate knowledge of their local area's existing facilities and future needs for cycling. Today, nearly 550 retail outlets sell bikes across NSW – the highest number in any Australian state.

Whether the local bikeshop is relied on for advice about where to ride, for pointers on how to set up a bike and helmet for comfortable and safe riding, or just for running repairs, it is a critical resource for the growing number of people wanting to put their interest in cycling into practice.

NSW BikePlan action

Lead agency: Industry & Investment NSW

5.9 Facilitate networking between the NSW Government, local bike businesses and cyclists to:

- a. develop ideas for cycling projects and programs
- b. identify local bike-based business success stories for promotion and skills transfer through the www.smallbiz.nsw.gov.au website and
- c. provide coordinated feedback from local cyclists on proposed infrastructure and encouragement programs.

5.10 Encourage the establishment and operation of bike businesses in cities and towns, including bicycle repair kiosks, bicycle guided tours and bike hire stands.

5.11 Develop and implement a bike hire scheme in Parramatta Park.



CASE STUDY

PARKLAND CYCLE HIRE SCHEMES: DISCOVERING BIKE-RIDING IN WESTERN SYDNEY



Parramatta Park offers a varied and attractive range of bike-riding opportunities.

Recognising the popularity of established bike hire services at Sydney Olympic Park, the NSW Government will launch a cycle hire scheme in Parramatta Park.

Bicycle explorers of Sydney Olympic Park can discover beautiful parklands, rare saltmarshes, remnant forest, a waterbird refuge and mangrove forest, and places of historical colonial, naval and sporting significance. The Park also offers an extensive network of on-road cycle lanes. Racing cyclists, recreational and beginner bike riders, and BMX and MTB enthusiasts are all provided for.

For visitors, locals who find it more convenient not to have to transport their bike to the Park, or people who don't own a bike, Bike Hire @ Sydney Olympic Park is a growing business based at two convenient locations.

Parramatta Park Trust is now looking to establish a similar cycle and helmet hire initiative. One of the nation's most important sites of Aboriginal and European contact, Parramatta Park is home to some of the oldest buildings in Australia,

unique vegetation and formal gardens, native wildlife – and a safe riding environment for all.

Parramatta Park provides a great base for cycling explorations further afield, to the historic North Parramatta precinct, Lake Parramatta and the Parramatta Valley Cycleway, via existing cycleways and new links that will be fast-tracked under the River Cities Bike Program.

Bike hire at Parramatta Park will be easily accessed by public transport servicing the nearby Parramatta interchange and Westmead rail station, Parramatta City Council's 'Loop' free bus service, car, and on foot by CBD residents and workers. Parramatta Park Trust aims to launch the new bike hire scheme within 12 months.

CASE STUDY

DUBBO TRACKER RILEY CYCLEWAY EXTENSION



Progressive extension of the Tracker Riley Cycleway makes this a great attraction for Dubbo locals and visitors alike.

Winding along the Macquarie River south from Dubbo is the Tracker Riley Cycleway, a sealed off-road path shared by walkers, runners and bike-riders. The Cycleway is named in recognition of Alexander Riley, a local Aborigine renowned for his abilities as the best Police tracker of the Western Plains during the first half of the 1900s.

'When I hire bikes out I recommend the Tracker Riley Cycleway as a really nice place for people to ride,' says Ray Wheeler of Darrell Wheeler Cycles. 'It's pretty flat and follows the river for about four kilometres towards the Taronga Western Plains Zoo, with lots of trees for shade and things to see along the way. The Cycleway is easy to get to, and it's well signposted.'

Dubbo City Council and the RTA are jointly funding a southward extension of the Tracker Riley Cycleway to Dundullimal Homestead, a restored 1840s house. When the extension is complete a community event will promote the attractions of the Tracker Riley Cycleway for residents and visitors.

CASE STUDY

NEW SOUTH WALES COASTLINE CYCLEWAY



The NSW Coastline Cycleway offers both world-class bike touring, and active transport opportunities for the growing population of the State's coastal strip.

An ambitious project is in progress to build one of the world's great cycle routes – the New South Wales Coastline Cycleway. The NSW Coastline Cycleway will be a continuous cycling and walking route along the entire NSW coast from the Queensland border at Tweed Heads to the Victorian border south of Eden. The Department of Planning administers the program and provides dollar-for-dollar funding to local councils for links in the Cycleway.

Completed links fill gaps in local cycleway networks. For example, a six kilometre stretch of NSW Coastline Cycleway in Eurobodalla Shire, partly constructed by volunteers, now connects the popular holiday towns of Dalmeny, Kianga and Narooma along a spectacular stretch of the South Coast.

The NSW Coastline Cycleway benefits residents and visitors, providing an active transport choice for trips between town centres, community facilities and beaches. In the NSW Great Lakes area, for instance, an eight kilometre continuous shared path, nearing completion, will link the Tuncurry and Forster town centres with school campuses and recreational facilities. Here as elsewhere the NSW Coastline Cycleway provides a facility for pedestrians as well as encouraging greater bike use.

Partnerships between stakeholders with different reasons to support cycling are essential to the successful implementation of bike programs.

Whether they're interested in the individual health or community-wide environmental benefits of more people cycling, many agencies and community groups have a role in making the NSW BikePlan happen.



06 GET ORGANISATIONS WORKING TOGETHER TO SUPPORT BIKE-RIDING

'I want government departments, local councils, community groups and business to work together to make my bike-riding better and easier.'

Partnerships of government, community and business stakeholders will deliver NSW BikePlan actions and promote cycling

The effective use of new cycle planning, decision-making, community information and encouragement tools relies on NSW Government agencies, local councils and professional stakeholders working together in new ways to promote cycling and support cyclists.

The Premier's Council for Active Living already advises decision-makers in the NSW public, private and advocacy sectors about building communities in which healthy physical activity is a natural part of day-to-day life. PCAL will help bring together stakeholders in partnerships to deliver NSW BikePlan actions.

NSW BikePlan action	Lead agency: Department of Premier & Cabinet
6.1 Promote the use of new cycle facilities by coordinating encouragement programs with the completion of cycling infrastructure.	
6.2 Nominate community ambassadors to promote cycling and help overcome self-confidence barriers for people with low rates of cycling participation, including women.	
6.3 Encourage cycling for its personal and community health benefits through: <ul style="list-style-type: none"> a. the NSW Get Healthy Coaching & Information Service, the free NSW Health telephone service that helps people who have decided to change to a healthier lifestyle and b. individual health professionals. 	
6.4 Support regular liaison between local councils and relevant NSW Government agencies to promote cycling through: <ul style="list-style-type: none"> a. the dissemination of technical and professional resources through a comprehensive NSW Government cycling website b. regular e-bulletins c. regional workshops and d. where relevant, NSW Government representation on local council bicycle advisory forums. 	
6.5 Lead the implementation of NSW BikePlan actions through a cross-agency team based in and supported by the RTA, and including staff seconded from other stakeholders as required.	
6.6 Establish and sustain cooperative and cross-sectoral governance and advisory arrangements for NSW Government cycle programs and projects, including: <ul style="list-style-type: none"> a. assigning strategic oversight of the delivery of the NSW BikePlan to the Premier's Council for Active Living b. ensuring appropriate representation for bicycle users and other stakeholders and c. reporting regularly on the delivery of NSW BikePlan actions. 	

The NSW Government will ensure transport investment decisions are informed by the usage, costs and benefits of cycling

Major urban corridors experience the greatest benefit from marginal increases in cycling during busy weekday periods, with bike-riding helping to relieve peak demand on roads and on heavily laden trains and buses. Increased cycling can help relieve the healthcare system of long-term costs. More cycling – and a greater presence of riders on the streets – can lower the incidence of crime and anti-social behaviour, and cycling can reduce harmful emissions.

A better understanding of how many people are riding, and of the community benefits of cycling, will inform decisions about cycle infrastructure and encouragement initiatives in NSW.

NSW BikePlan action

Lead agency: Roads & Traffic Authority

- 6.7** Improve the quality, currency and usefulness of cycling data, by:
 - a. installing or upgrading permanent bicycle counters on major regional cycleway links
 - b. undertaking observational counts on other major routes and of bike parking at transport interchanges
 - c. surveying usage and/or satisfaction before and after the opening or implementation of new facilities or programs and
 - d. providing online public access to permanent bike counter data.
- 6.8** Track the usage of commuter cycling between Australian national censuses by:
 - a. collecting interim data, including counts on major regional routes, to monitor cycling usage against a target of doubling the share of cycling for the journey to work in NSW between 2006 and 2016
 - b. reviewing this target against the interstate use of cycling recorded in the 2011 Australian Census and
 - c. recommending an increased NSW target to match a revised interstate benchmark after 2011, if necessary.
- 6.9** Develop consistent and measurable cycling usage targets for non-commuting purposes and for specific locations.
- 6.10** Report NSW cycling outcomes annually, against adopted targets and alongside aggregated NSW Government expenditure on cycling-related projects and programs.
- 6.11** Update planning tools to value all the costs and benefits of cycling investment, and streamline the management and maintenance of cycling infrastructure, including:
 - a. preparing, and training government agencies and local councils in the use of, a new section of the RTA Economic Evaluation Manual dealing with cycleway proposals and
 - b. requiring the use of relevant data-gathering, modelling and electronic mapping tools by councils seeking NSW Government cycleway funding.

The NSW Government will work with the Australian Government to promote bike-riding

Decisions that shape cities and towns and their residents' personal transport choices are matters of national concern.

NSW BikePlan action

Lead agency: Department of Premier & Cabinet

- 6.12** Work in partnership with the Australian Government, under the National Cycling Strategy, to improve cycle networks in NSW's major cities.
- 6.13** Encourage relevant Australian Government agencies to work together and with the NSW Government to promote cycling as part of healthy and active lifestyles, through transport planning and design activities including social housing programs.
- 6.14** Encourage the Australian Government to remove tax-related disincentives to the choice of cycling for personal transport, and to establish incentives for the use of cycling for work-related purposes.



The NSW Government will continue to assist the City of Sydney in promoting cycling in Australia's largest CBD

The NSW Government acknowledges the key role played by the City of Sydney in promoting cycling by workers, residents and visitors in Australia's Global City. The NSW Government supports the City of Sydney's objective of increasing the share of all City trips made by bicycle from two per cent in 2006 to 10 per cent in 2016.

The use of cycling for more of the 280,000 daily commutes to central Sydney will help relieve the most heavily used roads and public transport services in NSW. Cycling offers an attractive option for tourists exploring the city.

Central Sydney's innovative designs for separated cycleways, improved signposting and linemarking on shared pedestrian and cycle paths, and locally adapted programs to deliver cycle skills training to workers and residents, provide pointers for similar projects in other parts of the State.

NSW BikePlan action

Lead agency: Roads & Traffic Authority

- 6.15 Extend cooperative working arrangements between the City of Sydney and the RTA and other relevant NSW Government agencies to develop and implement the City's cycling strategy.
- 6.16 Jointly manage the acquisition, installation and operation of permanent bicycle counters, and consider extending this model to other local councils.
- 6.17 Liaise with the City to promote model projects to NSW local councils through technical visits, special events and online information.



The NSW Government will encourage the growth of professional and technical capacity to deliver cycling projects and programs

Cycling projects need cycling specialists in government, industry and academia. From data specialists building up an evidence base about cycling to engineers looking for innovative cycleway design solutions for constrained city streets; from planners shaping cycling-friendly new suburbs to training professionals growing cycling skills in our schools and workplaces – the actions outlined in the NSW BikePlan require appropriate human resources.

NSW BikePlan action

Lead agency: Roads & Traffic Authority

- 6.18** Promote the uptake of RTA-developed Bicycle and Pedestrian Planning and Design training and related professional development initiatives by:
- a. updating training material to take account of NSW BikePlan priorities and wider developments in providing for cyclists
 - b. requiring the proponents of cycling projects submitted for NSW Government funding to participate in training and
 - c. offering scholarships for staff from local councils with a restricted capacity to fund training.
-
- 6.19** Conduct ongoing cycling research and professional education programs with relevant NSW tertiary institutions.
-



The NSW Government will lead the way in using bikes visibly for its own day-to-day operations

As the State's largest employer, the NSW Government will set a visible example in the use of bicycles for agency functions and will assist a similar approach by local councils. Making cycling a viable and regular transport choice for business purposes will become a mark of organisational sustainability in practice in the public service. This will deliver on the requirement of the NSW Government Sustainability Policy that the State's public servants lead by example, and will support the aims of the Government's Healthy Workforce policy for its own employees.

NSW BikePlan action

Lead agency: Roads & Traffic Authority

- 6.20** As the State's largest employer, encourage cycling by NSW Government employees to foster staff well-being and a healthy workforce.
- 6.21** Extend the operation of NSW Police bicycle patrols where possible within existing operational resources.
- 6.22** Promote the use of government agency bicycle fleets for individual business travel and for specific operational functions such as traffic surveillance and incident management, by:
 - a. preparing guidelines on fleet management, rider training and OH&S requirements and
 - b. coordinating the joint procurement of suitable bicycles.
- 6.23** Encourage local councils to use bicycles to undertake a variety of ranger functions by preparing operational guidelines based on NSW Government and other jurisdictional experience.



CASE STUDY

NSW POLICE BIKE PATROL



Officers of the NSW Police Bicycle Patrol take time out to help at the Balgowlah Scouts Safe Cycling Day.

NSW Police have operated formal bike patrols since 2002, with over 500 officers now trained to operate as bike patrol officers in their Local Area Command or specialist unit. Bike patrols are a highly effective, cost-efficient, environmentally friendly and popular component of NSW Police operations.

Bicycles provide Police with access to areas that may be inaccessible to patrol vehicles, and at a speed that can't be achieved by officers on foot. This makes bike patrols highly effective for special events, in public open space, and for inaccessible areas such as highway overpasses and narrow urban streets or paths.

'Bikes allow our officers to be more visible within the local community,' says Sergeant Matthew Branson. 'Bike patrol officers get a great response from the public, and are accessible and approachable on patrol.'

NSW Police bike patrols participate in school education and other training courses for children. This plays an important role in encouraging bike safety and awareness from a young age. 'We love working with kids,' says Matthew. 'They are so responsive to the skills we teach them on their bikes and it really breaks down a lot of barriers.'

The visibility of NSW Police on bikes also promotes general acceptance of bicycles' presence on roads, encourages other cyclists to respect road rules and helps highlight the use of bicycles as an effective and practical form of transport.

CASE STUDY

'FREEDOM WHEELS' BIKE PROGRAM

Under the 'Freedom Wheels' program customised bikes enable children with disabilities to experience the fun and independence of riding. Freedom Wheels is a joint initiative of Technical Aid to the Disabled NSW (TADNSW) and Amway.



Christian, who has Global Development Delay, tries out his own new Freedom Wheels bike, watched by mum Richelle and big brother Dominic.

According to Ramon Ortiz, Freedom Wheels Service Development Manager, 'bike-riding offers children with disabilities and their families an experience that they haven't had before. It's great to see the excitement of a child cycling for the first time, learning new skills and having fun on a bike.'

With the help of a skilled and innovative team of therapists, engineers and volunteers at TADNSW, Freedom Wheels modify a bicycle to meet the needs of each child. Freedom Wheels bikes are suited to children's age, height, weight, type of disability, and physical and

cognitive abilities. Modifications include advanced training wheels for lateral stability, postural and footcup supports, modified gloves and custom-made handlebars.

The Freedom Wheels program is open to any child with a disability for whom bike riding is a suitable activity. Over 250 Freedom Wheel bikes have been delivered all over NSW since the program started in 2006, and organisers aim to produce 500 or more bikes a year nationwide in the future.

CASE STUDY

MISSIONBEAT BIKES



Albert Torrens and Daniel Petsalis are ready to deliver Missionbeat outreach services on two wheels.

Mission Australia launched Australia's greenest service for the homeless in 2009 with the introduction of Missionbeat Bikes. Two bikes replace one of Missionbeat's traditional vans, giving homeless people in Sydney better access to critical support from outreach workers.

Mission Australia Service Manager Daniel Petsalis says the Missionbeat Bikes will support some of the city's most vulnerable people. 'People sleeping rough are often tucked away out of sight. By putting our workers on bikes, we can get them much closer to the community. On bikes we have a better chance of knowing if urgent care is needed, and can respond more quickly than simply by driving around the streets.'

The Missionbeat Bikes allow Mission Australia to play its part in reducing carbon emissions, and significant lease, fuel and insurance cost savings have also been achieved. Community response has been positive, with a good reaction from clients, according to David. 'We have even inspired some of our homeless clients to get bikes themselves, which is a great outcome, leading to a more active and healthier lifestyle.'

CASE STUDY

PCAL ACTIVE LIVING WORKSHOPS AND RESOURCES



Stakeholders debate ways of planning healthier NSW communities, at a PCAL Active Living Workshop.

Since 2007 the Premier's Council for Active Living Healthy Planning Workshops have toured NSW, providing practitioners with strategies to help design physical activity back into daily life.

Some ideas are relatively simple and able to happen in the short term. Are cycling facilities easy to find so that riding is a natural and attractive alternative to the car? Can bikes be locked at public transport interchanges and workplaces? Do these workplaces have shower and change facilities for staff?

Other changes require planning, coordination and long-term commitment. Do developers design suburbs that encourage active living, with safe and pleasant streets and parks? Has our culture found ways to preference active living choices over motorised convenience?

PCAL workshops have used PCAL active transport resources including design guidelines, extensive NSW cycling infrastructure case studies and Workplace Travel Plan guidance. Workshop programs have included government and private sector representatives addressing the challenges of implementing healthy planning principles. By the end of 2009 over 500 participants, including staff from more than half of the State's local councils, had participated in a PCAL Healthy Planning Workshop.

NEXT STEPS

Pages 59 to 67 list all NSW BikePlan actions with their priority ranking, identifying the NSW Government agencies and other stakeholders who will lead or assist with actions' delivery.

The implementation of NSW BikePlan actions will be monitored to make sure that required outcomes are being achieved. Regular reporting will help the NSW Government to reset action priorities if necessary, adjust supporting policies and generally keep the NSW BikePlan on track.

NSW BikePlan actions will undergo a minor annual review, and major review every five years in line with updated housing, demographic and travel data from the Australian Bureau of Statistics Census.

Delivering the NSW BikePlan will rely on continuing feedback from the State's cyclists and other stakeholders. To comment on the NSW BikePlan, or to register your interest in receiving updates on NSW Government cycling initiatives, please email Bike_Plan@rta.nsw.gov.au.

- ooo The NSW Government will introduce, implement or start developing the **highest-priority** NSW BikePlan policies, programs and projects within 12 months of the plan's release.
- oo The NSW Government will introduce, implement or start developing **moderate priority** NSW BikePlan policies, programs or projects within two years.
- o The NSW Government will develop for NSW BikePlan policies, projects or programs that need **further research** a detailed proposal and action timetable within two years.
- E The NSW Government will maintain (and extend or improve, as relevant) **existing** policies, programs and projects in support of NSW BikePlan initiatives.

Abbreviations

AANSW	Aboriginal Affairs NSW	LPMA	Land & Property Management Authority
ABC	Australian Bicycle Council	MTB	Mountain bike
BFA	Bicycle Federation of Australia	NGO	Non-government organisation
BMX	Bicycle motocross	NPWS	National Parks & Wildlife Service
BNSW	Bicycle NSW	NRMA	National Roads & Motorists Association
BUG	Bicycle user group	NSWCRS	NSW Centre for Road Safety
CNSW	Cycling NSW	TNSW	Transport NSW
Comms NSW	Communities NSW – Sport & Recreation	OFT	Office of Fair Trading
CPMPT	Centennial Park & Moore Park Trust	P&C Fedn	Parents & Citizens Federation of NSW
CoS	City of Sydney	PCAL	Premier's Council for Active Living
DECCW	Department of Environment, Climate Change & Water	PHM	Powerhouse Museum
DET	Department of Education & Training	PPT	Parramatta Park Trust
DHS	Department of Human Services	RTA	Roads & Traffic Authority
DoH	Department of Health	SHFA	Sydney Harbour Foreshore Authority
DoP	Department of Planning	SOPA	Sydney Olympic Park Authority
DPC	Department of Premier & Cabinet		
DSTA	Department of Services, Technology & Administration		
IINSW	Industry & Investment NSW		

07 NEXT STEPS: NSW BIKEPLAN PARTNERS, PRIORITIES AND PROGRESS-REPORTING

The NSW Government will support local councils in building and increasing the use of local cycleway networks		
Lead agency: Roads & Traffic Authority	Action partners	Priority
2.1 Improve cycle networks in Sydney by:	RTA, TNSW, councils	
a. completing missing links in the Metro Sydney Bike Network of off-road regional routes, to connect all Metropolitan Strategy centres (see page 10)		ooo
b. completing subregional cycle networks within a 10 kilometre catchment of western Sydney's River Cities, Parramatta, Liverpool and Penrith (see page 16)		ooo
c. working with local councils to improve the neighbourhood connections that serve Metropolitan Strategy centres to offer a 40-minute low-stress cycling travel time for residents within a 10 kilometre radius of any major centre.		oo
d. considering parallel cycleways as part of rail construction and upgrade projects and		oo
e. working with local councils to accelerate construction of an inner Sydney strategic cycle network to help relieve congested inner area public transport services.		oo
2.2 Improve subregional cycle networks that serve Newcastle, Gosford and Wollongong.	RTA, councils	ooo
2.3 Accelerate the delivery of regional and local cycleway networks through:		
a. works-in-kind Planning Agreements with developers and	DoP, councils	E
b. other development contributions for regional infrastructure.		E

The NSW Government will support local councils in building and increasing the use of local cycleway networks		
Lead agency: Roads & Traffic Authority	Action partners	Priority
2.4 Increase dollar-for-dollar assistance to fund local council bike plan actions that:	RTA, councils	
a. complete cycle networks in urban areas, making funding conditional (where relevant) on the development of networks that connect across local council boundaries		ooo
b. improve wayfinding signage for existing facilities and		oo
c. provide facilities in NSW country towns and cities, focusing on improving accessibility for short cycling trips to CBDs, education, shops and regional services (see page 20).		ooo
2.5 Help local councils promote their cycle facilities and associated programs by providing seed funding for community cycling events during NSW Bike Week.	RTA, councils	E
2.6 Review and promote good practice designs for the construction, linemarking and signage of safe shared pedestrian and cycle paths, and investigate options to convert existing footpath sections to shared use where safe.	RTA, NSWCRS, councils	oo
2.7 Provide local cycle links to new public transport interchanges through the delivery of major projects.	TNSW, councils	E
2.8 Work with relevant local councils to introduce lower speed limits where appropriate and investigate the feasibility and safety of changes to traffic regulations (and associated technical directions) that improve accessibility for cyclists on local street networks, including wider use of 'Bicycles Excepted' provisions on One Way and No Entry streets.	RTA, NSWCRS, councils	o
2.9 Develop standard designs and traffic rules for shared pedestrian and cyclist road crossing treatments that can be used by riders without dismounting.	RTA, NSWCRS, ABC	oo
2.10 Develop and implement plans to connect and upgrade off-road cycle links in identified Aboriginal communities, based on formal Road Safety Assessments, and support new infrastructure with programs to increase safe cycling in transport-disadvantaged indigenous groups.	RTA, AANSW, councils, Australian Government	oo
2.11 Provide guidelines and good practice information for local councils wanting to set up city or town centre 'public bicycle' rental or loan schemes.	DECCW, RTA, councils	oo

The NSW Government will increase awareness of and access to existing cycle routes		
Lead agency: Roads & Traffic Authority	Action partners	Priority
2.12 Build and maintain a comprehensive online source of NSW Government bicycle information that offers:		
a. a bike route-finding facility on the Transport Info 131500 website accessible through web-enabled mobile phones and GPS devices	TNSW, RTA	ooo
b. a cyclist feedback facility to share route ideas, identify safe local opportunities for short shared path sections and alert road authorities to cycleway maintenance needs	RTA	ooo
c. user-friendly instructions for creating and printing personalised cycle network maps and	TNSW, RTA	ooo
d. calculators that show how cycle trips contribute to recommended daily physical activity and carbon reduction benefits.	TNSW, DoH, DECCW	oo
2.13 Make online information accessible to non-English-speaking cyclists, and in other forms to users without internet access.	RTA, DHS	oo
2.14 Install route signage on all new cycleways that highlights the distance and typical duration of bike travel to key destinations and aligns with existing public transport interchange signage guidelines.	RTA, TNSW, councils	oo
2.15 On existing Greater Metropolitan Region cycleways upgrade signage to show bike trip distance and duration when routes are maintained.	RTA, councils	o

The NSW Government will improve the provision of cycle facilities as part of major road projects and other roadworks		
Lead agency: Roads & Traffic Authority	Action partners	Priority
2.16 Provide shared pedestrian and cycle off-road facilities in all appropriate locations as part of State Road projects in the Greater Metropolitan Region.	RTA	E
2.17 Provide cycleways as part of all State Road projects in country NSW, aiming for:	RTA	E
a. in speed zones of 70 km/h and over – a sealed shoulder with enhanced linemarking to reinforce the visual separation of cyclists from motor traffic in higher-speed areas		
b. in urban areas – high-quality off-road shared facilities and		
c. in all locations – conflict-free access for cyclists at points where the road narrows to cross a bridge or go through a cutting.		
2.18 Develop, test and install slimline bus shelters that improve visibility and reduce obstacles for cyclists using footpaths and shared paths adjacent to major bus corridors, such as the Inner West Busway along Sydney's Victoria Road.	RTA, TNSW, bus operators, councils	ooo
2.19 Consider the routine delineation of green-painted 'Bike Boxes' that provide a head-start for cyclists at traffic signals, when undertaking periodic resurfacing or linemarking on regional or local cycle routes that meet one or more of the following criteria:	RTA, councils	oo
a. on a two-lane road		
b. on a road with a speed limit of 50 km/h or less and/or		
c. on a road with all-day kerbside parking on the approach to the intersection.		
2.20 Maintain safe cycleways by programming the sweeping of regional cycleways and debris clean-up from sealed shoulders.	RTA, councils	E

The NSW Government will promote recreational bike-riding and access by bike to open spaces including Sydney Harbour and its tributaries		
Lead agency: Department of Planning	Action partners	Priority
2.21 Maintain programs that enable:	DoP, RTA, LPMA, SHFA, CPMP, SOPA, PPT, Comms NSW, NPWS, councils	E
a. the progressive completion of the NSW Coastline Cycleway, through dollar-for-dollar support for local councils		
b. the delivery of cycleway projects under the Metropolitan Greenspace and Sharing Sydney Harbour Access Programs, through dollar-for-dollar support for local councils and		
c. the upgrading, extension and promotion of cycleways to and within major urban recreational destinations such as Centennial Park, Sydney Olympic Park, Parramatta Park and the Western Sydney Parklands.		
2.22 Fund local recreational cycling facilities through NSW Sport & Recreation Facility Grants programs.	Comms NSW	E
2.23 Promote cycle access to and through designated NSW National Parks and Crown reserves, including the use of sustainable mountain bike tracks.	NPWS, LPMA, councils	oo

The NSW Government will support school communities in encouraging safe bike-riding by primary and secondary school age children		
Lead agency: NSW Centre for Road Safety	Action partners	Priority
3.1 Provide school communities with:	NSWCRS, RTA, DET, DECCW	
a. up-to-date safe cycling curriculum resources, as part of the School Road Safety Education program		E
b. up-to-date policy advice and syllabus-based materials that focus on the personal and community benefits of active transport, including increased and safer cycling (see 4.3) and		E
c. practical guidance on increasing access by active transport, as part of school travel plans for NSW Government schools.		oo
3.2 Develop a Bicycle Riding Skills Manual for teachers of senior primary and high school students.	NSWCRS, DET	ooo
3.3 Enable parent peak bodies to provide a central source of information to school communities on the safe cycling skills development and encouragement programs offered by non-government organisations that meet NSW Government road safety and child protection requirements.	RTA, NSWCRS, P&C Fedn, other parent peak bodies, DET, DECCW	ooo
3.4 Provide NSW Police and local councils with cycling policy and safety advice for distribution to community groups.	NSWCRS, RTA, DET, NSW Police, councils	ooo
3.5 Provide up-to-date guidance to school communities on the design and location of bicycle racks and cages, provide these as standard in new NSW Government schools, and fund the installation of bike racks in existing NSW Government schools where requested by the school community.	DET, DSTA, RTA	oo
The NSW Government will promote the development and improvement of safe cycling skills by new, returning and experienced cyclists		
Lead agency: Roads & Traffic Authority	Action partners	Priority
3.6 Offer train-the-trainer support to community groups, equipping accredited practitioners to pass on cycling proficiency skills to novice adult riders.	DECCW, RTA, NSWCRS, BNSW, BFA, other NGOs	E
3.7 Fast-track the roll-out of adult cycle skills training in the Western Sydney River Cities of Parramatta, Liverpool and Penrith, extending this initiative later to regional cities like Newcastle and Wollongong.	DECCW, RTA, councils	ooo
3.8 Investigate a national standard for the accreditation of adult cycle proficiency training and/or trainers, and establish if required.	RTA, DECCW, ABC	oo
3.9 Facilitate new and inexperienced adult cyclists' contact with local bicycle user groups which can provide appropriate advice and support based on their knowledge of local cycling conditions and may operate their own 'Bike Buddy' and/or commuter 'Bike Bus' initiatives.	DECCW, RTA, BNSW, local BUGs	oo
3.10 Promote safe riding practices by training and racing cyclists, including the Code of Conduct prepared in consultation with these stakeholders.	RTA, NSWCRS, NSW Police, Comms NSW, CNSW, BNSW	E
3.11 Explore ways of offering wet weather or breakdown 'Get you Home' cover for cyclists as a benefit of motorist association membership, including family cover for children.	RTA, NRMA	o

The NSW Government will promote, reinforce and enforce road users' awareness of and responsibilities towards more vulnerable road users		
Lead agency: NSW Centre for Road Safety	Action partners	Priority
3.12 Develop and deliver road safety information and campaigns based on research evidence about key road safety issues affecting cyclists and other road users.	NSWCRS, NSW Police, councils	E
3.13 Continue to implement, evaluate and update regular 'Share the Road' activities to encourage mutual respect among road-users, including:		
a. educating the public on road rules affecting all types of road users	RTA	E
b. enabling cyclists to obtain online advice about quiet street route alternatives to major roads	TNSW, RTA	ooo
c. promoting safe behaviour by cyclists towards pedestrians and wheelchair users on shared paths with signage and pavement markings to reinforce pedestrians' right-of-way	NSWCRS, RTA	oo
d. providing information to minimise conflicts between cyclists and high-speed traffic on motorways where breakdown lane cycling is permitted and	NSWCRS, RTA	oo
e. liaising with transport industry associations, unions and operators to understand the road-sharing needs of cyclists, trucks, buses and taxis and develop strategies to reduce conflicts.	RTA, NSWCRS, unions, industry associations, bus and taxi operators	oo
3.14 Complement information campaigns with ongoing enforcement of cycling-related road rules, including initiatives directed at both cyclists and drivers.	NSW Police, NSWCRS, councils	E
3.15 Investigate ways to increase learner and novice driver understanding of cyclists' needs, including:		
a. appropriate coverage in the Driver Knowledge Test and	RTA, NSWCRS	E
b. information and assistance provided through driving instructors to students who may benefit from additional training in this area.		oo
The NSW Government will continue to enforce or promote the use of the right safety equipment for bike-riding		
Lead agency: NSW Centre for Road Safety	Action partners	Priority
3.16 Increase the rate of safe helmet-wearing by cyclists by:		
a. promoting the requirements for and benefits of wearing an Australian Standards-compliant helmet, with a focus on children and teenagers and other types of cyclists with low helmet-wearing rates and	NSWCRS	E
b. enforcing the legal requirement for cyclists to wear an Australian Standards-compliant helmet through targeted road safety initiatives.	NSW Police	E
3.17 Consult standards-testing organisations and bicycle industry stakeholders on the benefits and feasibility of all new adult bicycles being required to be sold with:	RTA, NSWCRS, ABC, bicycle industry associations	
a. a bell or horn (as required to be installed under the Australian Road Rules) and		oo
b. both front and rear lights (installation not currently mandatory under ARRs).		oo
3.18 Work with and on behalf of other jurisdictions to revise, advertise and enforce the national Australian Design Rule for power-assisted pedal cycles that can be used without vehicle licensing or rider registration, potentially based on:	NSWCRS, NSW Police, OFT, ABC, bicycle industry associations	ooo
a. specifications for maximum motor power and assisted speed		
b. auxiliary-only motor function		
c. pedalling required for motor starting and assistance and		
d. product labelling to show energy efficiency.		
3.19 With other jurisdictions, develop and implement registration and licensing options for the ownership and use of existing power-assisted cycles that do not meet the above requirements.	RTA, NSW Police, OFT, ABC, bicycle industry associations	oo

The NSW Government will plan cycling-friendly places and promote cycling-friendly development decisions		
Lead agency: Department of Planning	Action partners	Priority
4.1 Ensure strategic planning for regions and subregions encourages cycling-friendly development concentrated in centres.	DoP, councils	E
4.2 Promote the use of professional and educational resources that show how cycling can be supported through the design and delivery of local land use, public transport and road developments, including:	DoP, RTA, TNSW, PCAL, DPC, DET	
a. updated Planning Guidelines for Walking and Cycling and associated guidance documents		ooo
b. updated Transport Impact Assessment guidelines (including an online bicycle parking calculator)		oo
c. local area traffic management technical directions and		E
d. school syllabus-based teaching and learning resources that help teachers integrate cycling-friendly development concepts into student learning, enhancing environmental education.		o
4.3 Implement car parking policies that encourage cycling, by:	TNSW, DoP, councils	
a. using local planning instruments to increase the proportion of bike to car parking spaces in public and private developments in Major Centres		oo
b. providing guidance on the installation of bike parking within car parks in safe and convenient locations close to entrances and		oo
c. investigating incentives to encourage commercial car park operators to convert one or more car spaces into end-of-trip facilities for cyclists.		o
4.4 Help local councils develop and apply a detailed understanding of cyclists' needs in Community Strategic Plans, by:	RTA, DPC, councils	
a. updating How to Prepare a Bike Plan guidelines, including tips on structured and regular consultation with local bicycle user groups		ooo
b. providing councils with new tools to model the costs and benefits of active transport projects		ooo
c. promoting training in bicycle planning and design for council staff and		E
d. when necessary, coordinating State agency participation in decision-making forums, such as Local Traffic Committees.		E

The NSW Government will promote combined travel by bicycle and public transport		
Lead agency: Transport NSW	Action partners	Priority
4.5 In line with interchange planning guidelines, provide full-frame cycle racks, under cover and CCTV surveillance and near interchange entrances where possible, at all CityRail stations, ferry wharves and major bus interchanges.	TNSW, RailCorp, RTA, councils	oo
4.6 Maintain, promote and operate the existing cycle locker scheme at selected Greater Metropolitan Region public transport locations, offering a locker booking service through the Transport Info 131500 website.	TNSW	E
4.7 Consider the installation of transport smart card-accessible secure bike storage cages at existing public transport interchanges with significant levels of bike parking demand and as part of new commuter car parks.	TNSW, councils	oo
4.8 Permit the free carriage of bagged folding bikes within specified dimensions on all CityRail services.	RailCorp, TNSW	ooo
4.9 Review restrictions on the carriage of folding bikes on coach and bus services.	TNSW, bus operators	oo

The NSW Government will promote the installation and use of end-of-bike trip facilities at major destinations		
Lead agency: Department of Environment, Climate Change & Water		Priority
4.10	As part of strategies to achieve 'Green Star' sustainability ratings for commercial development, encourage the installation and use of high-standard bicycle parking and employee shower facilities:	DoP, DECCW, RTA, councils
	a. in existing and new developments	E
	b. in major shopping areas, promoted through the offer of free or reduced-cost shopping delivery for bike-riding customers and	oo
	c. at facilities shared and supported by partnerships of adjacent businesses in regional and major centres.	o
4.11	Fast-track the provision of short-stay bike parking in Western Sydney River City CBDs in Parramatta, Liverpool and Penrith, followed by other regional cities including Newcastle and Wollongong.	RTA, councils
4.12	Run a competition to design bike racks as public artworks that combine functionality and urban design, and provide these to River City and other local councils to install and maintain.	RTA, PHM, councils
4.13	Encourage employers to promote themselves as cycling-friendly workplaces, based on the quality of their end-of-bike trip facilities, production of Workplace Travel Plans and Transport Access Guides, and corporate participation in events like Ride to Work Day.	DECCW
4.14	Require State agencies to offer high-standard access for cyclists as both employees and clients, by:	
	a. updating design guidelines for Government-owned and leased buildings to include appropriate bike parking, showering and changing facilities	LPMA
	b. defining and requiring good practice presentation of bicycle access information on agency websites and in Transport Access Guides and	DECCW, TNSW, RTA
	c. encouraging active transport choices through agencies' Workplace Travel Plans.	DECCW, DPC
4.15	Identify ways to extend good practice to all private commercial developments, for both cycling information and building design, including through changes to the Building Code of Australia.	DoP, development industry

The NSW Government will promote cycle tourism and organised community cycling events		
Lead agency: Industry & Investment NSW		Priority
5.1	Through the NSW Tourism Industry Plan identify and promote cycle tourism opportunities such as:	IINSW, DECCW, NPWS, LPMA, DoP, RTA, councils
	a. the NSW Coastline Cycleway	
	b. regional experiences like food and wine tours and rail-trails and	
	c. mountain biking in the Snowy Mountains and Blue Mountains, and linkages across other National Parks and publicly managed lands.	
5.2	Support major recreational and touring cycling events by:	
	a. promoting safe participation in organised cycling events supported by formal traffic management arrangements and	RTA, councils
	b. using programs linked to sports cycling events to promote widespread recreational bike-riding and community use of sporting facilities.	Comms NSW
5.3	Coordinate 'Ride NSW' bike tourism opportunities that are:	IINSW, DECCW, NPWS, RTA
	a. part of an overarching NSW tourism industry plan	ooo
	b. promoted through a consistent visual identity, including route signage where possible and	o
	c. marketed through an online 'one-stop shop' of information on cycle tourism products across NSW.	oo
5.4	Provide tools and information for tourism operators and prospective cycle tourists, including:	
	a. case studies on successful cycle tourism models	IINSW, RTA
	b. advice on product planning and pricing and local council involvement and	IINSW
	c. information on basic road rules relating to, and safety tips for, cyclists new to NSW.	RTA, NSWCRS, Australian Government

The NSW Government will support car-free regional cycle touring				
Lead agency: Transport NSW			Action partners	Priority
5.5	Promote bicycle carriage on off-peak CityRail services that have the vestibule capacity to accommodate bicycles without inconveniencing mobility-impaired passengers, to access recreational riding opportunities in the Illawarra, South Coast, Central Coast and Blue Mountains.		TNSW, RailCorp, IINSW	oo
5.6	Investigate an online booking service for bicycle carriage on Countrylink services.		RailCorp	o
5.7	Ensure the improved capacity of Intercity and country trains to carry bicycles when rolling stock is replaced.		TNSW, RailCorp	o
5.8	Provide guidelines for the establishment of small-scale touring bike hire schemes at destination rail stations which can be packaged with rental car and accommodation deals.		DECCW, RailCorp, IINSW	oo

The NSW Government will encourage local cycling-related small businesses				
Lead agency: Industry & Investment NSW			Action partners	Priority
5.9	Facilitate networking between the NSW Government, local bike businesses and cyclists to:		RTA, IINSW, councils, BNSW, local BUGs, bicycle industry associations	oo
	a.	develop ideas for cycling projects and programs		
	b.	identify local bike-based business success stories for promotion and skills transfer through the www.smallbiz.nsw.gov.au website and		
	c.	provide coordinated feedback from local cyclists on proposed infrastructure and encouragement programs.		
5.10	Encourage the establishment and operation of bike businesses in cities and towns, including bicycle repair kiosks, bicycle guided tours and bike hire stands.		IINSW, councils	o
5.11	Develop and implement a bike hire scheme in Parramatta Park.		PPT, Comms NSW, RTA, councils	ooo

Partnerships of government, community and business stakeholders will deliver NSW BikePlan actions and promote cycling			
Lead agency: Department of Premier & Cabinet		Action partners	Priority
6.1	Promote the use of new cycle facilities by coordinating encouragement programs with the completion of cycling infrastructure.	RTA, DECCW	ooo
6.2	Nominate community ambassadors to promote cycling and help overcome self-confidence barriers for people with low rates of cycling participation, including women.	DECCW	o
6.3	Encourage cycling for its personal and community health benefits through:		
	a. the NSW Get Healthy Coaching & Information Service, the free NSW Health telephone service that helps people who have decided to change to a healthier lifestyle and	DoH	ooo
	b. individual health professionals.	DoH, RTA, ABC	oo
6.4	Support regular liaison between local councils and relevant NSW Government agencies to promote cycling through:	RTA, DoP, TNSW, NSW Police, PCAL, DPC, councils	
	a. the dissemination of technical and professional resources through a comprehensive NSW Government cycling website		ooo
	b. regular e-bulletins		E
	c. regional workshops and		E
	d. where relevant, NSW Government representation on local council bicycle advisory forums.		E
6.5	Lead the practical implementation of NSW BikePlan actions through a cross-agency team based in and supported by the RTA, and including staff seconded from other stakeholders as required.	RTA, DECCW, other PCAL member agencies	ooo
6.6	Establish and sustain cooperative and cross-sectoral governance and advisory arrangements for NSW Government cycle programs and projects, including:	DPC, PCAL and its member agencies	ooo
	a. assigning strategic oversight of the delivery of the NSW BikePlan to the Premier’s Council for Active Living		
	b. ensuring appropriate representation for bicycle users and other stakeholders already represented on the existing Bicycle Advisory Council and		
	c. reporting regularly on the delivery of NSW BikePlan actions.		

The NSW Government will ensure transport investment decisions are informed by the usage, costs and benefits of cycling		
Lead agency: Roads & Traffic Authority	Action partners	Priority
6.7 Improve the quality, currency and usefulness of cycling data, by:		
a. installing or upgrading permanent bicycle counters on major regional cycleway links	RTA	ooo
b. undertaking observational counts on other major routes and of bike parking at transport interchanges	RTA, TNSW	oo
c. surveying usage and/or satisfaction before and after the opening or implementation of new facilities or programs and	RTA, DECCW, councils	oo
d. providing online public access to permanent bike counter data.	RTA	oo
6.8 Track the usage of commuter cycling between Australian national censuses by:		
a. collecting interim data, including counts on major regional routes, to monitor cycling usage against a target of doubling the share of cycling for the journey to work in NSW between 2006 and 2016	RTA	oo
b. reviewing this target against the interstate use of cycling recorded in the 2011 Australian Census and	TNSW, RTA	o
c. recommending an increased NSW target to match a revised interstate benchmark after 2011, if necessary.	TNSW	o
6.9 Develop consistent and measurable cycling usage targets for non-commuting purposes and for specific locations.	TNSW, RTA	o
6.10 Report NSW cycling outcomes annually, against adopted targets and alongside aggregated NSW Government expenditure on cycling-related projects and programs.	DPC, TNSW, PCAL	o
6.11 Update planning tools to value all the costs and benefits of cycling investment, and streamline the management and maintenance of cycling infrastructure, including:	RTA, DPC, Treasury, PCAL, councils	ooo
a. preparing, and training government agencies and local councils in the use of, a new section of the RTA Economic Evaluation Manual dealing with cycleway proposals and		
b. requiring the use of relevant data-gathering, modelling and electronic mapping tools by councils seeking NSW Government cycleway funding.		
The NSW Government will seek the support of the Australian Government in promoting bike-riding		
Lead agency: Department of Premier & Cabinet	Action partners	Priority
6.12 Work in partnership with the Australian Government, under the National Cycling Strategy, to improve cycle networks in NSW's major cities.	DPC, RTA, DECCW, TNSW, ABC, Australian Government	oo
6.13 Encourage relevant Australian Government agencies to work together and with the NSW Government to promote cycling as part of healthy and active lifestyles, through transport planning and design activities including social housing programs.	DPC, Housing NSW, ABC, DoP, TNSW, Australian Government	E
6.14 Encourage the Australian Government to remove tax-related disincentives to the choice of cycling for personal transport, and to establish incentives for the use of cycling for work-related purposes.	DPC, ABC, Australian Government	ooo
The NSW Government will continue to assist the City of Sydney in promoting cycling in Australia's largest CBD		
Lead agency: Roads & Traffic Authority	Action partners	Priority
6.15 Extend cooperative working arrangements between the City of Sydney and the RTA and other relevant NSW Government agencies to develop and implement the City's cycling strategy.	RTA, CoS, NSW Police	ooo
6.16 Jointly manage the acquisition, installation and operation of permanent bicycle counters, and consider extending this model to other local councils.	RTA, CoS, other inner Sydney councils	ooo
6.17 Liaise with the City to promote model projects to NSW local councils through technical visits, special events and online information.	RTA, CoS, PCAL	oo

The NSW Government will encourage the growth of professional and technical capacity to deliver cycling projects and programs		
Lead agency: Roads & Traffic Authority	Action partners	Priority
6.18 Promote the uptake of RTA-developed Bicycle and Pedestrian Planning and Design training and related professional development initiatives by:		
a. updating training material to take account of NSW BikePlan priorities and wider developments in providing for cyclists	RTA, PCAL	oo
b. requiring the proponents of cycling projects submitted for NSW Government funding to participate in training and	RTA, councils	oo
c. offering scholarships for staff from local councils with a restricted capacity to fund training.	RTA, DECCW, councils	oo
6.19 Conduct ongoing cycling research and professional education programs with relevant NSW tertiary institutions.	RTA, DECCW, PCAL, tertiary education sector	ooo

The NSW Government will lead the way in using bikes visibly for its own day-to-day operations		
Lead agency: Roads & Traffic Authority	Action partners	Priority
6.20 As the State's largest employer, encourage cycling by NSW Government employees to foster staff well-being and a healthy workforce.	DPC	o
6.21 Extend the operation of NSW Police bicycle patrols where possible within existing operational resources.	NSW Police	ooo
6.22 Promote the use of government agency bicycle fleets for individual business travel and for specific operational functions such as traffic surveillance and incident management, by:	RTA, DECCW, NSW Police, CoS	oo
a. preparing guidelines on fleet management, rider training and OH&S requirements and		
b. coordinating the joint procurement of suitable bicycles.		
6.23 Encourage local councils to use bicycles to undertake a variety of ranger functions by preparing operational guidelines based on NSW Government and other jurisdictional experience.	RTA, DPC, DECCW, NSW Police, councils	oo



Picture credits

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inside front cover	Marrickville-Waratah Rovers Bicycle Club members enjoying a rest break during a tour to Helensburgh, 1901 (courtesy Mitchell Library, State Library of NSW)
page 8	The grand opening of Cyclists' Avenue, Centennial Park (courtesy Mitchell Library, State Library of NSW)
page 12 (left)	courtesy North Coast Area Health Service
page 12 (right)	courtesy Gosford TAFE
page 13	courtesy Hawkesbury High School
page 20 (left)	Route signage in Aylesbury, a Cycling England Demonstration Town (courtesy Buckinghamshire County Council, UK)
page 20 (right)	Route signage in Portland, USA (courtesy Kevin Buchanan, Fortworthology.com)
page 21 (top)	The Fernleigh Track, Newcastle / Lake Macquarie local government areas (courtesy PCAL)
page 21 (bottom)	The Cyclists' and Travellers' Distinct Road Map of New South Wales, by J Pearson, 1902 (detail: courtesy Adrian Emilsen)
page 23 (right)	courtesy Casuarina Cooper-O'Brien
page 28	courtesy Historic Houses Trust of NSW
page 32 (left)	courtesy City of Sydney
page 32 (right)	courtesy Amy Gillett Foundation
page 36 (centre)	The Honeysuckle redevelopment area, Newcastle (courtesy PCAL)
page 36 (left)	Employee bike parking facilities at Optus, North Ryde (courtesy PCAL)
page 40 (left)	courtesy Landcom NSW
page 46	courtesy Parramatta Park Trust
page 47 (right)	courtesy Department of Planning
page 51 (right)	courtesy Hawkesbury High School
page 52	courtesy City of Sydney
page 54	At the opening celebrations for the Sydney Harbour Bridge, 19 March 1932 (courtesy Mitchell Library, State Library of NSW)
page 57 (right)	courtesy PCAL
page 68	Sarah Maddock (née Porter; born Eden, 1860; died Double Bay, 1955), founder of the Sydney Ladies' Bicycle Club and first woman to ride the 924 km from Sydney to Melbourne, over nine days in 1894 (courtesy Mitchell Library, State Library of NSW)

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