



**BICYCLE
NETWORK®**

Draft Future Transport Strategy 2056

Bicycle Network submission

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1. Bicycle Network exists to get people active and moving

[Bicycle Network](#) would like to thank Transport for NSW for the opportunity to comment on the Future Transport Strategy 2056 that will guide the development of state transport infrastructure for the next 39 years.

Bicycle Network is Australia's largest bike riding group with nearly 50,000 members throughout Australia. We have offices in Sydney, Melbourne, Hobart and Darwin.

We are committed to improving the health and wellbeing of all Australians by making it easier for everyone to ride a bike every day. We achieve this through:

- improving the bike riding environment by working with government at all levels to provide better infrastructure and legislation
- delivering large-scale and measurable behaviour change programs such as Ride2School, Ride2Work and ride to the train station (i.e Parkiteer)
- providing services such as membership and insurance that support bike riders
- running major bike riding events such as the Newcrest Orange Challenge, Gravel Grit and Australia's biggest bike ride, Around the Bay
- being a key spokesperson on issues related to bike riding and physical activity.

2. Congratulations on the network plan but it'll be 30 years too late

Bicycle Network supports the Draft Future Transport Strategy's plan to create a strong connected network of bicycle movement corridors and plans for more people to use active transport to reach work, education and services.

However, there's a major flaw— it'll take way too long. The health of NSW citizens and the cost of crippling congestion choking our state and the economy are urgent issues, requiring urgent action.

Bike riding can go a long way in solving these problems. Ease of use, accessibility and cost efficiency means that bike riding is not only our state's best congestion buster, it's our most effective preventative health mechanism.

We know that millions of people want to ride a bike in NSW, but they simply don't have a connected network of places to ride. It unacceptable to wait another 40 years to get people in NSW moving.

Ask yourself, where will you be in 2056?

Bicycle Network wants to see the deadline brought forward 30 years, from 2056 to 2026. This cannot be another vision that comes without action or implementation. We must start fast-tracking and prioritising the movement of people over the movement of vehicles if our transport system is truly going to support growth and the economy of NSW.



3. Bike infrastructure meets the six key outcomes

By bringing the completion of the strategy's bike elements forward to 2026, Transport for NSW could future proof the city and alleviate congestion soonerⁱ. Fast-tracking the bicycle infrastructure outlined in the plan would make immediate inroads on the six outcomes identified for the state under the plan in a way that saves money, improves public health, requires relatively low technology and reduces pollution.

Completing infrastructure for bike riding sooner meets the targets as follows:

- 1) **Customer Focussed** – bike riding provides transport when and where individuals need it, and we know people want to rideⁱⁱ
- 2) **Successful Places** – more people riding bikes increases physical activity while reducing the health costs of inactivity now,ⁱⁱⁱ reduces congestion,^{iv} improves the liveability of communities and increases social connection
- 3) **Growing the Economy** – improving access to shops, schools and businesses by bike, the ability of businesses to use bicycles for last mile delivery all contributes to more rapid economic growth without the need for costly new freight technology
- 4) **Safety & Performance** – improving infrastructure for vulnerable road users immediately contributes to the zero-trauma goal
- 5) **Accessible Services** – improving infrastructure for people who want to ride bikes makes services accessible more quickly
- 6) **Sustainable** – increasing the proportion of journeys taken by bike is a relatively low cost, low technology way to reduce carbon emissions, transport costs and pollution.

4. The planned level of investment is insufficient

The Future Transport Strategy 2056 provides an investment of \$10 billion a year in transport but bike spending looks like it makes up less than 1% of total spend. The UN recommends that 20% of transport spending should be on infrastructure and support for people who ride bikes or walk. On this basis, state governments should be spending billions on active transport.

For governments to make up the shortfall in cycling infrastructure spending and reap the rewards of a happier and healthier population sooner, Bicycle Network recommends increasing the proportion of the budget spent on infrastructure and programs for people who ride bikes to \$20 per head of the population each year, ongoing.^v It broadly matches cycling infrastructure spending in the UK.

The benefits of a connected network of cycleways across both metro and regional communities can be also be realised sooner by bringing forward the delivery of the bicycle elements of the plan. This will help the NSW Government achieve savings on health costs associated with inactivity and pollution, freeing funds for use in other areas.

If the world moved to 22% of journeys being taken by bikes and ebikes, CO2 emissions and energy use would reduce by 47% by 2050 and transport costs would reduce by US\$128 trillion compared with 'business as usual' where 80% of trips are completed in private motor vehicles with internal combustion engines.^{vi} The economies that move towards this goal sooner gain an economic and competitive advantage compared with those that don't.



5. Infrastructure alone won't get people riding

Investment in The Future Transport Strategy 2056 will be wasted if behaviour change is slow or does not happen. It takes more than building infrastructure to get people pedalling. It takes a multi-faceted approach that combines:

1. **Hardware** – bike infrastructure that includes the physical separation between people who ride and people who drive in the form of protected lanes
2. **Software** - programs and policies that encourage, support and enable long-term behaviour change.

In addition to separated and protected infrastructure, transport plans must also incorporate the following elements to support the state's bike riders:

- speed reduction – e.g. 30km/h speed limits on local roads
- supportive legislation – e.g. footpath riding for people of all ages, removing the barriers to the development of rail trails from closed railway corridors
- cycling amenities – e.g. end-of-trip facilities such as safe bike storage, changing and shower facilities
- strategy implementation – e.g. behaviour change programs that help people develop confidence to ride bikes and the habit of riding such as Ride2School and Ride2Work and ride to the station
- integrating bike riding into transport solutions for regional and rural communities – e.g. allowing bikes to be transported on trains.

6. Commuter interchanges should be liveable spaces

In encouraging more people to use bikes for daily transport, greater consideration must also be given in the provision and volume of end-of-trip facilities such as bike parking at commuter hubs in both metro and regional areas.

Transport for NSW's 'Opal-activated' bike storage cages are a great step forward in improving facilities and access while diversifying transport alternatives. However, to future-proof and reduce even more stress on commuter car parking at train stations and public transport interchanges Bicycle Network recommends:

- the rapid expansion of the current Opal-activated bike cage network from 10 cages to cages at all stations and public transport hubs across metro and regional NSW
- accelerating the uptake and use of bike cages through a behaviour change program
- including adequate bike parking and connections to cycling infrastructure at train stations, ferry terminals and public transport interchanges.



7. If you build it right and add behaviour change, they will come

Bicycle Network also recommends investing in a proven behaviour change program such as Bicycle Network's [Ride2School](#) and [Ride2Work](#) as infrastructure is planned and completed to support and encourage people to ride bikes.

Even before areas have safe cycling routes, secure bicycle parking cages and end-of-trip facilities, work must begin on implementing state-wide behaviour change initiatives that will help remove any existing barriers to bike riding.

A youth focused behaviour change program like Bicycle Network's successful Ride2School program is needed to help build a lifetime of healthy habits amongst the state's young people. The program uses recognised behaviour change methodology to increase active travel in school communities. Schools that actively participate in the program report an active travel rate of 50% — more than double the national average.

Ride2Work and ride to the station are behaviour change programs focused on adult commuters and stand to make the greatest impact on reducing motor vehicle use.

8. Time to leverage cycling tourism in regional communities

Transport for NSW needs to expand its bike infrastructure investment and activities in rural and regional areas of NSW. This includes providing connected cycle paths, providing space on trains to enable people to take bikes on inter-city and regional train routes, and allowing the conversion of dis-used railway lines into rail trails for use by people who walk, ride bikes and horses.

Not only would implementing these measures improve the lives of local people, they create greater opportunity cycling tourism and the local industries and employment that benefit from it.

9. Future-proofing our cities needs to happen sooner

The Future Transport Strategy 2056 plan sets out a vision to future-proof the state against economic and population growth pressures. For it to be truly successful, efficient and enable the state to reap the rewards of greater movement, Bicycle Network recommends the following:

- accelerating the completion of infrastructure and support services that encourage people to ride bikes
- increase spending on infrastructure and support for active transport enabling more people to use bikes for daily transport or walk
- ensure that bike infrastructure is supported with bike-friendly policies and legislation
- delivery of state-wide behaviour change programs aimed at young people and commuters
- expand the current program of bike parking at commuter hubs
- increase bike spending and activities in regional and rural communities

In this way, Transport for NSW will be able to meet its goals effectively and efficiently, reduce traffic congestion and pollution, achieve public health improvements and cost savings that enable improvements in service delivery for people in NSW.



ⁱ Sydney's roads are the most congested in Australia costing \$5 billion annually and rising to \$8 billion by 2020. Investments in the road network such as WestConnex have not improved average travel times.

ⁱⁱ Up to 59% of people want to ride bicycles regularly in New South Wales but do not currently do so due to fear of traffic. What gets them riding is dedicated infrastructure; in particular, separated cycleways that avoid conflict with motorised vehicles. Quality infrastructure also increases the number of women and girls riding to work or school from about 20% of riders to nearly 50%.

ⁱⁱⁱ 4 out of 6 Australians are inactive, 2 of them will suffer a major illness and 1 will die early as a result

^{iv} New York City's Department of Transportation, showed that bike lanes and pedestrian improvements eased congestion and sped up traffic based on an analysis of GPS data from taxi cabs. <https://www.fastcompany.com/3017312/do-bike-lanes-actually-speed-up-car-traffic>

^v **Global Outlook on Walking and Cycling - Policies & realities from around the world**

<https://europa.eu/capacity4dev/unep/document/global-outlook-walking-and-cycling-policies-realities-around-world>

^{vi} Based on a study by the Institute for Transport Studies at University of California, Davis called [A Global High Shift Cycling Scenario](#)

If you need Bicycle Network's help to get the people of NSW active and moving, please contact us.

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