



**BICYCLE
NETWORK®**

Get NSW moving

**Priorities for the
2019 NSW State Election**

January 2019



Bicycle Network

Bicycle Network knows that physical activity is vital for a happy, healthy life, so that's why we work to make bike riding easy for everyone, every day.

With **nearly 50,000 members**, Bicycle Network is one of the top five member-based bike riding organisations in the world. With a proud history reaching back more than 40 years, we are committed to improving the health and wellbeing of all Australians by making it easier for people to ride a bike.

Operating nationally, we have a measurable and large-scale impact in community participation and the promotion of healthy lifestyles through bike riding.

We achieve this through:

- improving the bike riding environment by working with government at all levels to provide better infrastructure, data, policies, legislation and regulations
- delivering successful, large-scale and measurable behaviour-change programs such as Ride2School and Ride2Work
- providing services that support bike riders through membership
- running successful and world-renowned bike riding events such as Around the Bay as well as the Newcrest Orange Challenge.
- acting as a key national spokesperson on issues related to cycling and physical activity.

If you need our help to turn NSW into Australia's healthiest and happiest state, please get in touch

Craig Richards
CEO
Bicycle Network
craigr@bicyclenetwork.com.au

Anthea Hargreaves
General Manager – Public Affairs
Bicycle Network
antheah@bicyclenetwork.com.au



1. It's time to be bold for bikes

The increasing cost of living, health and congestion are having a very real impact on the people of New South Wales. Population growth, urbanisation and new technologies are rapidly changing the accessibility and connectivity of our communities.

Cities and towns around the world with an eye on future growth and liveability are enthusiastically responding to these challenges by moving away from a dependence on cars and investing in efficient, sustainable and affordable active transport.

NSW has reached the point where critical decisions must be made — otherwise the state's global brand, standard of living, transport network and economy are all at stake.

We need a government that's progressive enough to invest in active transport and recreation that saves, improves and lengthens lives.

Making it easier for more people of all ages, genders and backgrounds to ride a bike for transport is one of the best ways to build physical activity into our daily lives, unclog public transport and free up our roads.

However, bike riding faces road blocks at every turn. NSW continues to have the lowest bike riding numbers in Australia. At the same time, less than one per cent of the NSW transport budget is allocated to active transport.

This election will be a watershed moment.

Momentum is building for change. The people of NSW are looking for a government that is willing to make the bold decisions that deliver the biggest gains and the answer to today's challenges isn't in organised sport or low-co-ordination, vaguely-justified roads and rail.

The people of NSW want to ride bikes and will back a government that promises to unlock the potential of our transport system with active travel and get NSW moving towards health and happiness, rather than a government that is afraid of the loud minority who incorrectly see bike riders as slowing them down.

This election, Bicycle Network is asking the incoming government, parties and candidates standing for election to commit to:

1. Building places for people to ride
2. Normalising bike riding
3. Protecting people who ride



2. Bike policy isn't complicated

Making it easier for more people to ride bikes shouldn't be hard or complicated. International experience tells us that governments of all political ideologies can make real change that will get people riding.

Policies that increase physical activity through active transport represent a low-cost, high-value investment with returns and benefits that will reach throughout the community for years to come.

When it comes to forming policies and investing in bike riding for transport and recreation, parties, candidates and the wider community in NSW should be thinking about:

- **Decongestion** – when more people can choose to ride, there will be fewer people competing for space on overcrowded public transport and traffic-choked roads.
- **More capacity** – In dense, thriving cities, we need to focus on the movement of people, rather than just the movement of vehicles. Encouraging more people to ride builds capacity in transport networks and last mile delivery freight.
- **Health** – Our sedentary lifestyles are shortening the lifespans of us and our children, supersizing our waistlines and the health budget. Physical activity is vital for happy and healthy communities. Making it easier to ride gives people the choice for more activity every day.
- **Ride2School** – Freedom, resilience, learning, confidence and a lifetime of healthy habits are all by-products of ensuring that children of any age can ride safely to school.
- **Liveability** – More people riding, and walking creates places for people and streets that are attractive, alive, friendly and productive. It helps build a sense of community.
- **Jobs and education** – Access to employment, education and training is the backbone of every economy. Bike are ideal for these everyday trips.
- **Equality** – Access for women, children and low socio-economic communities are currently denied their right to ride and physical activity because of barriers. It's unfair.
- **Tourism** –Promoting cycling tourism (events, trail networks and rail trails) offers an enormous opportunity for economic growth and revitalisation in regional and rural areas.

3. Priorities for the NSW State Election 2019

3.1 BUILDING PLACES FOR PEOPLE TO RIDE

Connect our cycleways

When we have attractive, accessible and connected cycleways, more people will use them. A forward looking, ongoing investment program is needed to set a new course for people who ride with strong co-ordination and proper coordination across local and state governments and transport authorities.



Invest in an ongoing annual bike infrastructure fund of \$238 million+ (roughly \$30 per head of population).

See Appendix 1 for a list of priority cycling projects as outlined in Bicycle Network's NSW pre-budget submission 2019-20.

Accelerate plans and funding schedules

Current health and economic challenges need urgent action. NSW needs fast-tracked separated and protected bike infrastructure and can't wait another forty years for delivery.



Accelerate the delivery of cycling infrastructure and related plans set out in the Future Transport Strategy from 2056 to 2026.

Commit to positive provisioning

The provision of new or improved active travel links should be a critical measure of success for all major transport projects, upgrades, works and their ongoing maintenance. It should not be an additional extra. Positive provisioning ensures fair and balanced equity of access for all road users.



Commit to positive provisioning for all state-owned road projects, non-road transport projects and maintenance regimes.

Low speed local neighbourhoods

High speeds discourage men, women and children from riding their bikes for short trips – whether it's to the local shops, school or work – because they don't feel safe or comfortable. As fewer people ride and walk, our communities and neighbourhoods become disconnected, disengaged and unhealthy.



Lower speeds on local streets or in built up environments to 30km/h

Build regional trails and boost tourism

The development of tourism is economically vital to regional NSW and cycling tourism makes a great contribution. Small amendments to existing legislation and support from a rail trail funding program means that communities can reap the benefits of increased visitation and improved local amenity.

Northern Rivers Rail Trail, the Molonglo Rail Trail and the first stage of the Riverina Highlands Rail Trail are all outlined as priorities in Bicycle Network's NSW pre-budget submission 2019-20.



Amend legislation to remove barriers to rail trails and establish an annual Rail Trail Fund to support development and construction.



3.2 NORMALISING BIKE RIDING

Fund a state-wide Ride2School program

With a proven track record, Bicycle Network's Ride2School program has developed a wealth of knowledge and experience in getting students more physically active. Since 2007, the program in Victoria has achieved significant success in increasing the number of students riding, walking, skating and scooting to school. Schools in the program report an active travel rate of 45 per cent, above the national average of 25%.

Fund a state-wide Ride2School program by investing \$4.5 million over four years.

Trial a relaxation of mandatory helmet laws

NSW has changed since 1990. It is now time for state governments to trial the relaxation of mandatory helmet laws (MHL) for adults in off road environments. This trial must be accompanied with changes to footpath riding laws. The recommendation is supported by Bicycle Network's 14-month policy review into MHL.

Relax MHL with a five-year trial permitting people over the age of 17 to ride on footpaths and cycle paths/trails without a helmet.

Station access and bike parking

Secure greater access to train stations and transport hubs as well as parking capacity with the provision of free, secure bike parking and cycleway connectivity. Bicycle lockers should be replaced with bike parking cages that use space more efficiently and benefit more people.

Every station needs a local cycleways network and free, secure bike parking.



3.3 PROTECTING PEOPLE WHO RIDE

Enforcement program for Minimum Passing Distance Law

Minimum passing distance laws play an important role in reducing the risk for people who ride on our roads. However, its success is closely linked to active enforcement and widespread education.



Invest in a close-pass enforcement program that includes the establishment of a special policing unit.



Introduce footpath riding for all ages

We need to make Australia a place where everyone feels comfortable and confident to ride a bike wherever they want to go. Despite a recent increase in the minimum age to 16, NSW is still one of the only states in Australia that doesn't allow people of all ages to ride on the footpath.



Remove the age limit and allow people of any age to ride on the footpath.





Appendix 1:

Bicycle Network NSW State Budget submission 2019-20

The following is an extract from Bicycle Network's pre-state budget submission 2019-20, pages 6-7. The full submission can be found online at <https://www.bicyclenetwork.com.au/our-campaigns/submissions/nsw-budget-19-20/>

1.2 Fast track priority projects to make bike riding easier

Consistent with our 2018-19 pre-budget submission, Bicycle Network is continuing to call for the completion of cycling infrastructure and related plans as set out in the Future Transport Strategy 2056 by 2026. For the people of NSW to start realising the benefits of more people riding bikes for transport and recreation, we are asking for the delivery of the following key projects:

1.2.1 Within the next two years

1. Construct the city centre cycleway network planned in the *Sydney City Access Strategy*.
2. Build a bi-directional separated north-south cycleway along Castlereagh Street (between Hay Street and King Street) and Pitt Street (between King Street and Circular Quay) in the Central Business District.
3. Connect the short east-west cycleway along King Street between Castlereagh and Clarence Streets.
4. Build Liverpool Street cycleway between Darling Harbour and Castlereagh Street.
5. Extend the east-west cycleway along Park Street.
6. Extend the existing bi-directional separated King Street cycleway east to Pitt Street.
7. Reconstruct the College Street cycleway or provide a north-south cycle path connection to Circular Quay on the eastern side of the CBD via Hyde Park and Macquarie Street within the next two years.
8. Commence the construction of the *GreenWay* cycle path from Cooks River to Iron Cove.
5. Commence the construction of the Sutherland to Cronulla Active Travel Link.
6. Redevelop the *Regional Transport Plans* to include targets for increases in the proportion of journeys taken by bicycle within a 5km radius of a town or centre with further emphasis on and funding for bicycle planning and infrastructure for rural and regional NSW.
7. Require that councils receiving contributions from developers under sections 94 and 94A of the Environmental Planning & Assessment Act 1979 apply 20% to infrastructure projects for bike riding.

1.2.2 Within the next three years

8. Design and complete Sydney Airport Links outlined in *Sydney's Cycling Future* document.
9. Complete the M4 Regional cycleway between Wentworthville and Parramatta.



1.2.3 Within the next five years

10. Complete and deliver cycling infrastructure projects as per Sydney's Cycling Future that connect hubs such as Parramatta, Blacktown, Penrith and Liverpool, Nepean River Green Bridge, Eastern Suburbs link, North Shore link, South East Light Rail links, Inner West Light Rail links, and Parramatta Light Rail links.
11. Commence the construction of a high-quality, separated cycleway network as outlined in the Parramatta Road Urban Transformation Strategy
12. Delivery of the Inner Sydney Regional Bike Network within 10 kilometres of the Harbor CBD.

1.2.4 Within the next six years

13. Allocate funding for a "Bike-Train-Bike" initiative which includes retrofitting and installing future metropolitan, regional and inter-city trains with "bike-friendly" carriages at the front and back ends.
14. Develop and preserve access for bike riders and walkers around Sydney and Newcastle Harbour foreshores as part of the redevelopment works in both areas.

1.2.5 Within the next seven years

15. Deliver a safe cycleway network within 10 kilometres of Parramatta within the next 10 years.
16. Deliver well-connected cycling infrastructure, end-of-trip facilities and secure bike parking cages:
 - At metropolitan and regional commuter hubs, stations and ferry terminals to allow for 5% of customers to travel by bike;
 - At all metropolitan train stations as set out in the *Bike and Ride* program outlined in *Sydney's Cycling Future*,ⁱ replacing bike lockers with bike parking cages that use space more efficiently and benefit more customers;
 - For students and staff to ride a bike to all government buildings, schools, university and TAFE campuses and provision of end-of-trip facilities.