



# Bike Plan

June 2016



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# 1. Introduction

Council is currently lacking a strategic plan in relation to bicycle infrastructure and future planning in the Hay Shire. The importance of having such a plan is vital if we want to achieve the below outcomes and apply for funding.

Cycling in towns have a number of benefits:

- It contributes to a healthy, active and liveable community
- It helps to reduce emissions
- It reduces dependency on private motor vehicle usage
- It increases mobility for those without cars

The Hay Bike Plan will be drafted in line with NSW Government (Roads and Maritime Services) Guidelines, and will address the following:

- Investigate the suitability of the current infrastructure
- Identify needs in the current infrastructure
- Investigate the current future planning
- Plan and budget for the next 10 years

The process involved in developing the plan includes:

- Council adopted a recommendation to proceed with a Draft Bike Plan at its meeting held 28th April 2015.
- A Background Paper was produced and put on public exhibition, with comments closing 24th December 2015.
- A saddle survey was undertaken.
- An Open Day was held on 25th November 2015 at the Hay Park.
- A Draft Bike Plan is now being developed.
- The Draft Bike Plan will go to Council recommending it be placed on public exhibition.
- Draft Bike Plan be placed on public exhibition for 28 days.
- Bike Plan amended after comments received, and tabled at the Council Meeting of 28th June 2016.



## 2. Background

### 2.1 Policy Background

#### **Community Strategic Plan 2013-2023:**

One of Hay's best assets in accordance to the Hay community is the river and ease of access to it. The cycle/walking trail along the banks is renowned for its quality and great accessibility by both visitors and locals. Council are constantly working towards building upon the town's recreation & cultural facilities and services, with strategies such as free bikes, cycleways and making all other paths around town accessible by bicycle are just some of the schemes.

#### **Hay Inclusion Action Plan:**

When developing Hay Shire's infrastructure, the accessibility for bicycles was carefully considered to ensure the active lifestyle within Hay was a focus point. The walking/cycling tracks around the town and within the river bends are often commended, but there is a demand for the tracks to be extended. There is currently only one bridge to connect the north and south sides of Hay for walkers and cyclists, the community have suggested a pedestrian/bicycle bridge which Council are investigating. One major issue found in relation to the walking/bike paths is the large portion of land to the water's edge being privately owned, which will lead to disconnected paths in any future path development.

At a public consultation regarding the river bends, the majority of the attendees agreed that paths should be developed for walking/cycling along the river bank, these paths should be linked to the town and the levee banks are regularly used for walking/cycling. It was also requested at this meeting that the paths should be marked with way markers and distances, fitness equipment should be installed along the river and that better maps with various walks being created.

With Hay being a community with rising health issues, physical activity is paramount and therefore fitness should be incorporated into every design aspect of the river frontage, and the trails need to be accessible for all ages and all fitness levels. It has been proposed that two footpaths are developed along the river front, one for fitness and one for walking/mountain biking.

#### **Economic Development Action Plan 2012-2017:**

By improving Hay's natural environment, creating bicycle paths and access to National Parks, this will help attracting visitors to the town. In relation to tourism, Hay has ample opportunities for outdoor recreation, having natural areas with easy access and good river access for cycling paths. In relation to sustainable planning, electric bikes and normal push bikes are options for reducing their carbon footprint. Bike racks around the town may also be useful. A bike depot for recycling old bikes, as well as a mountain bike trail are other possible projects.

#### **2015-2019 Delivery Plan (Incorporating 2015/16 Operation Plan):**

It was suggested that in order to identify suitable environmentally sustainable initiatives, one of the vital steps would be to promote sustainable transport options. This could be done through supporting projects such as Cycle to Work programs and bio-fuel technology. Our community also values its safe, healthy lifestyle that cares for the welfare of others; therefore creating cycling opportunities will encourage this healthy lifestyle.

## Making Hay: Community Development Plan:

It is important to build infrastructure that will have an impact on people's lives; creating walking/cycle paths will create more health/fitness and social opportunities which will have a positive impact on the community. It has been noted in a survey from the local community that two of the best things about living in Hay is the river and ease of access to it, and the lifestyle opportunities from good social and recreational facilities and community infrastructure; the existing cycleway and future expansions of the cycleway infrastructure cover both of these aspects. Council's construction of paths also supports the elderly, children and the disabled, ensuring equal access for all as they also will suit all fitness levels.

## Murrumbidgee River Master Plan 2012:

The Murrumbidgee River Master Plan outlines future plans for areas along the river bisecting Hay. It states it is imperative that the built up areas of Hay have good connections to the river, therefore providing additional bridges over the river for walking/cycling only. Extensive community consultation was undertaken when developing this plan, with a common suggestion of linking the walkway/cycleways and utilising the river for these tracks.

Below is a map included in the Murrumbidgee River Master Plan showing existing tracks and points of interest for future planning:





## 2.2 Precincts & Demographics

The current ABS projections for Hay can be seen below:

| Estimated Resident Population Growth |           |           | 2013-2014 change |     | Area km2 | Population Density 2015 persons/km2 |
|--------------------------------------|-----------|-----------|------------------|-----|----------|-------------------------------------|
| Local Government Area                | 2013r no. | 2014p no. | %                | no. |          |                                     |
| Hay (A)                              | 2962      | 2989      | 0.9              | 27  | 11326.0  | 0.3                                 |

*Source: Australian Bureau of Statistics, 3218.0 Regional Population Growth, Australia - Released 31/3/15*

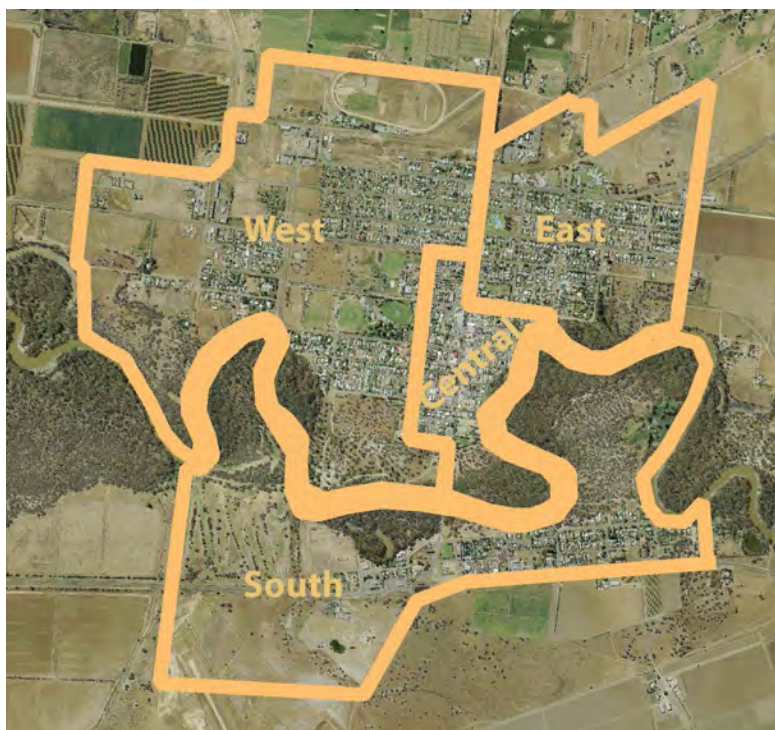
It is expected that Hay's population will show a gradual increase, or at least be stable.

For ease of planning for bicycle infrastructure in Hay LGA, it is advisable to do a spatial delineation of different precincts in the urban areas.

For the purpose of this strategy, the boundaries of predefined ABS precincts would be used, namely:

- East Hay
- Central Hay
- West Hay
- South Hay
- Maude Village
- Booligal Village

Hay Precincts are shown in the following map:



A demographic analysis of the youth (ages 0-19) in these precincts would be the following:

- East Hay - 168 youth
- Central Hay - 124 youth
- West Hay - 261 youth
- South Hay - 46 youth
- Maude Village - 161 (total population from 2006 Census)
- Booligal Village - 162 (total population from 2011 Census)



## 2.3 Current Bicycle Infrastructure & Culture

Hay Shire’s bicycle infrastructure is shown on the plan below:

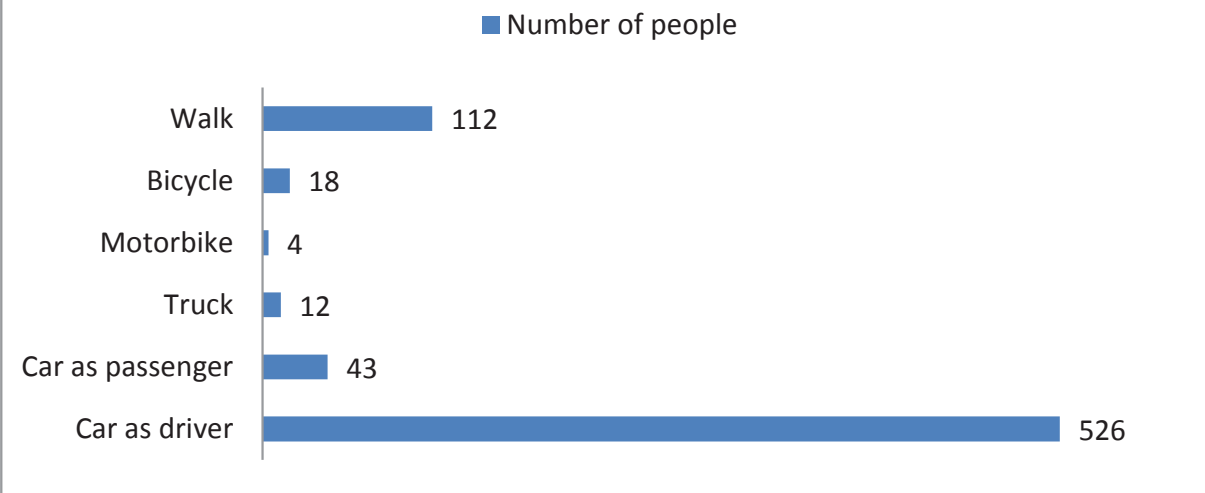
The cycling culture in Hay is quite limited, there are 1-2 cycling groups, a small number of travel-to-work cyclists (as shown on the chart below, cycling to work in Hay is quite rare, with 2% riding a bike to work compared to 16% walking) and a small to reasonable number of children that ride for leisure. Hay has a BMX Track, a Skate Park and several parks, and a popular nature track around the river bend.

Bicycle infrastructure and facilities are also limited in Hay, as shown on the map. There are only five bicycle racks in town, not including inside the schools. There are two bubblers in town, four public toilets, one set of public showers (located at the Visitors Centre) and six free bikes available to hire from the Visitors Centre during opening hours. The current cycleways do not link back up as a circuit.



### Journey to Work Data - Hay NSW

Source: <http://www.bts.nsw.gov.au/Statistics/Journey-to-Work>





## 2.4 Barriers to Cycling

### Barriers to Cycling in NSW

Barriers to Cycling in NSW, an AMR Interactive Report provides the following findings:

#### “Key Findings

##### **Barriers that prevent regular cycling**

Four dominant barriers were found:

1. The negative image of cyclists and cycling amongst non-cyclists.
2. The perceived danger of cycling, and commuter cycling in particular, due to perceived or actual lack of safe places to cycle, and the fear of being hit by a motorist.
3. The lack of facilities to store or lock up bicycles.
4. Little or no understanding or acknowledgement of the benefits of cycling.

##### **Perceptions of cycling as a viable transport option**

Key issues working against cycling as a transport option were:

- inconvenience of cycling, or need to use other forms of transport;
- lack of time;
- lack of facilities;
- perceptions that cycling isn't ‘cool’; and
- cost of cycling.



##### **Motivators and effective initiatives**

The key barriers present challenges to motivating cycling. There is a need to:

- increase safety through infrastructure, in particular separated cycle paths;
- provide facilities at work places;
- get people to think about the benefits;
- encourage financial rewards.

##### **Information needs and sources**

Following on from the key barriers/motivators identified, there is a need for marketing activities to:

- promote cycling, to get it on the public agenda, and get people thinking about the issues;
- promote current ‘success’ stories;
- promote cycling to start ‘chipping away’ at the negative image;
- provide people with information about cycling;
- provide information to employers about the benefits of cycling by their employees, appealing to community responsibility, and the types of schemes that can be introduced;
- promote the benefits of cycling; and
- inform people about safer routes for cycling.



## Potential growth in cycling

There appears to be significant opportunity to increase commuter cycling, based on the level of interest expressed by workers in the survey. It was estimated that on the order of 10% workers were (1) within 10 km of their place of work or a station, and (2) had considered cycling to commute. In the short term, this should be addressed by focusing on:

- specific areas where infrastructure is currently in place, or can be implemented easily;
- catchment areas where there would be a higher incidence of shorter trips to work;
- encouraging local councils and shopping centres to introduce local schemes;
- encouraging larger companies to promote schemes and provide facilities;
- appealing to the current 'green' movement; and
- promoting potential cost-saving during a recession.

## Conclusion

Increasing the incidence of cycling, particularly cycling to commute, is likely to require improving the infrastructure that will maximise perception of safety when riding. The incidence is not at a level which 'legitimises' commuter cycling in the public mind, but there is evidence of a reasonable degree of underlying interest which offers an opportunity to convert.

*In the short term, a strategy which takes advantage of existing infrastructure and can harness local community and business involvement should provide a cost-effective way to bring about modest increases in cycling."*

## Barriers to Cycling in Hay

Along with the barriers mentioned above, there are some other barriers that relate directly to Hay, such as:

- The helmet law - It has been proven that wearing a helmet is a major setback for cyclists in Australia, especially the potential ride-to-work commuters that do not want "helmet hair". A survey from University of Sydney Professor Chris Rissel found 23% of Sydney adults would ride more if helmets were optional. It was also found that cycling is generally a safe activity, the health benefits outweighing the risks from traffic accidents by a large margin. British research suggests life years gained through cycling outweigh years lost in cycling fatalities by a factor of 20:1. When Australia's cycling laws were introduced in the early 1990's cycling trips declined by 30-40% overall; the same experience was had in Hay. (Source: Australia's Helmet Law Disaster; Luke Turner; ipa.org.au)
- Lack of end-of-ride facilities, e.g. public showers, toilets, bubblers, bicycle racks etc. Although with the low cycling numbers, there is not a high demand for end-of-ride facilities.
- Climate - The high temperatures in Summer are a deterrent, although the Winters in Hay have a low rainfall, therefore are ideal for riders.



# 3. Research, Surveying & Community Consultation

## 3.1 Saddle Survey

A saddle survey was undertaken, with the following findings:

- Connection from cycleway along swimming pool to west Church Street is tricky.
- The path passes a lot of driveways where you often feel unsafe if you can't see into the yard and not knowing whether a car could be backing out (signage and education)
- Suggestion to extend down Leonard Street alongside the Public School and eventually link back up with the path to the Hay Gaol.
- Some angles are steep and rough going from path to road.
- Currently no linkages to CBD
- Gap in concrete on corner of Water and Pine Streets
- Loose gravel (falling away) near corner of Pine and Brunker Streets
- Need direct access from Sandy Point side of the Street to Bushy Bend side of street
- Link up properly on South side of bridge over to levee bank near Pocock Park
- Sand from south side of bridge to Lang Street (west side of Lachlan) link up
- Overhanging trees on corner of Palmer and Lang Streets
- Landscaping encroaches along Russell Street behind Service Stations
- Will need crossing signs

A survey of bikes at each school was done, with the following results:

- High School - 15-20 bikes, 1 scooter
- Public Primary School - 12-14 bikes, 3-4 scooters
- Catholic Primary School - 4 bikes, 6-8 scooters



## 3.2 Community Consultation

A Background Paper was developed and an Open Day at the Hay Park was held on 25th November 2015, allowing the community to provide feedback and suggestions. The closing day for comments was 24th December 2015. Below are comments received over this period, with majority being given on the Open Day:

- Remove No Pushbike signs in Hay Park
- Connect all museums with the Cycleway
- Connect cycleway to Lions park
- Water Street is heavily used by cyclists
- Corner of Brunker and Lachlan Street is unsafe
- Rough terrain under bridge
- Continue track down Church Street to Gaol Museum
- Alert people of cyclists (particularly Church Street between Lachlan and Pine Streets (part of the cycleway) is a busy area and lots of cars going in and out of driveways. (x2)
- More cycling signage on track to encourage cycling (x2)



- Continue Bushy Bend Cycle Track to Sandy Point
- Make Sandy Point a bit more attractive for cyclists
- Zebra crossing across Brunner Street
- Open up pond at Hay Park, you could cycle around it
- Requesting the levee bank behind the Hatty Street properties (just off the Sandy Point exit/entry in Water Street) is not included in the plan as a cycling/walking track – It is encroaching on their privacy and part of the levee bank is on private property.

Council launched the Green Hay Programme in 2012, which was designed to be a think tank for the town's future, focusing mostly on environmental and economical sustainability.

One of the forums of the Green Hay think tanks was on transportation. The following ideas came out of this meeting:

- Safe cycleways need to have all-weather surfaces
- Cycleways need to be clearly signposted
- Cycle lanes need to be comprehensive, and linking cycleways throughout town
- Safe longer routes for exercise need to be incorporated
- Existing new cycleways need to be completed by linking priority crossings at all intersections
- Explore the development of a rail trail as a longer exercise and tourist route
- Make the top of the recently refurbished levee banks an all-weather cycling/walking/running track
- Develop Bushy Bend as a dedicated pedestrian/running/cycling track with all-weather surface
- Don't have motorists increase their speed from 50-60km/h travelling south as exactly the point where pedestrians and cyclists are being encouraged to cross the main road entrance to town at the southern end of the bridge.
- Make the whole of Lachlan Street a 40km/h zone
- Active encouragement of all residents to make journeys "under their own propulsion"
- Education programme for motorists and truck drivers
- Increase bike parking/locking station around town
- Include all museums and other points of interest on dedicated cycleways and develop town guides
- Cycling promotion needed for children
- Ride to Work day needed
- Campaign actively against helmet laws



# 4. Future Planning & Implementation

## 4.1 Future Planning

### Non-Infrastructure Program

Council has begun focusing on bike riding as a way of the future and would like to increase the amount of riders in Hay, this needs to be done by promotion. Six bicycles were purchased in 2012 and are available for free at the Visitor Information Centre, and the cycleway project has been gradually extended with the vision to eventually link up into circuits. Now the next step is to educate the community on the positive aspects of riding a bicycle and encourage an increase of riders in Hay, we hope to do this by implementing the following programs:

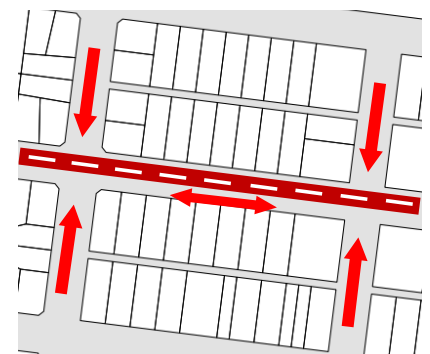
- Develop a bicycle map showing the cycleway, bicycle facilities and other relevant facilities for distribution to the community.
- Promote a Ride-to-Work day.
- Hold a Bike Day to promote cycling to younger riders.

### Infrastructure Program

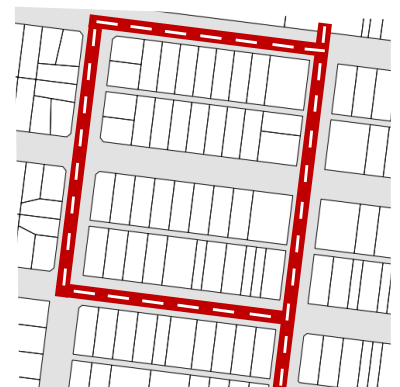
The map shown in Appendix A outlines the current infrastructure as well as the proposed extensions and additional facilities in order to make Hay more compatible to bicycle riders.

After the public consultation and saddle surveys a number of proposals to better cycling in the Hay Shire was received. There are a number of principles that need to guide any infrastructure upgrades and expansion in the Hay Shire:

- Cycling Safety - Investigate problem intersections
- Connections
  - Connect community facilities such as community centres, parks and nature reserves.
  - Connect educational facilities with community facilities and residential areas.
  - Have residential areas “feed into” cycle routes, utilising the same principle as smaller vehicular roads feeding into arterial roads (diagram to the right).
  - Tourism connections - Connect all tourist attractions with parks and the CBD.
  - Create “loops” in the cycling routes for recreational cycling (diagram to the right)
- Facilities - Provide more end-of-ride facilities such as bicycle racks and seats.



*“Feed into” cycle routes principle*



*Looping cycle routes principle*



## 1. Cycling Safety

Through the public consultation a number of intersections were mentioned as being problematic for cyclists:

### (a) Morgan Street crossing on the Pine Street end:

- This intersection is heavily utilised as it is on the cycle route, and is connecting the High School with the community facilities in the Hay Park.
- This intersection should be investigated to provide right of way for pedestrians and cyclists.

### (b) Brunker Street/Lachlan Street intersection:

- This intersection provides the linkage between the cycle route and the Murrumbidgee River track.
- This intersection should be investigated to line up the cycle routes on both sides of Lachlan Street.
- No cycling/pedestrian crossing is proposed here.

### (c) Lang Street/Lachlan Street crossing:

- This intersection connects the proposed South Hay cycle routes with the rest of Hay.
- It is proposed that this crossing be investigated to ensure that cycle and pedestrian routes line up.
- No cycling/pedestrian crossing is proposed at this stage.

### (d) Pine/Orson/Bank Street intersections:

- Consider treatment to make it more pedestrian/cycling friendly.

## 2. Connections

### (a) West Hay:

- Connecting West Hay to the cycling infrastructure.
- Arterial cycle routes proposed down Morgan and Church Streets
- Arterial route connected along Lindsay Street to create loop.
- Arterial route extended down Keble Street to provide access to that residential area.

### (b) Central Hay:

- Connect Dunera Museum and Railway Station to Pine Street Cycleway.
- Connect the Community facilities in Lachlan and Moppett Streets to the existing cycleways, including the Bowling Club, Swimming Pool, Library, Town Hall, Public School and Visitors Information Centre.
- Connect Lachlan Street to the Pine Street Cycleway via Bank and Moppett Streets.

### (c) East Hay:

- Extend the Church Street cycleway to serve as an arterial for all East Hay residential areas.
- Provide cycleway on Murray Street for cycling safety, connecting the Ex-Services Club, Hospital, Doctors Surgery and Retirement Hostel to the cycling network.
- Complete a loop between Murray Street and Church Street down Coke Street.

### (d) South Hay:

- Extend the cycleway in the eastern part of South Hay.
- Connecting Halse Park, Bishop's Lodge and Murrumbidgee Valley Regional Park (Nature Reserve).

### 3. Facilities

There are a lack of bicycle stands at some facilities and at the end of route destinations. It is proposed that the loop type cycle stands be used (examples in photos), as it causes no damage to bicycles, any size bicycle can easily be locked to the stand, and they do not obstruct pedestrian flows.

It is proposed that these stands should be interspersed in Lachlan Street. In a preliminary survey there is room for about ten stands.

Examples of cycle stands



### 4. Other Actions

During the public consultation, a number of other actions were identified:

- A maintenance and inspection regime to ensure that routes are free of overhanging branches and weeds.
- Removal of “No Bicycle” signs in Hay Park, and removal of barrier in cycle path at entrance to Hay Park.
- More cycling signage needed



## 4.2 Implementation & Budget

There are two categories of actions:

- Cycleway extensions
- Other actions

### Cycleway Extensions

|    | Extension Area  | Estimated Distance | Cost      | Year         |
|----|---|--------------------|-----------|--------------|
| 1  | Moppett Street (VIC to St Mary's & Park) and Church Street (Piper to Coke - Gaol Block) | 797m               | \$278,950 | 2017-2019    |
| 2  | Lachlan Street (WMH to Pool)  | 315m               | \$110,250 | 2020-2021    |
| 3  | Bushy Bend (link existing)  | 627m               | \$219,450 | 2022-2024    |
| 4  | Sandy Point   | 1325m              | \$463,750 | 2024-2028    |
| 5  | Link Hospital (Lachlan from pool, up to Murray, down Coke to Church St)                 | 1092m              | \$382,200 | 2029 onwards |
| 6  | Link Railway Stn (Murray & Pine Streets)  | 451m               | \$157,850 | 2029 onwards |
| 7  | Bank Street   | 178m               | \$62,300  | 2029 onwards |
| 8  | West eand of High School (Morgan, Lindsay and Church Streets)                           | 1608m              | \$562,800 | 2029 onwards |
| 9  | Keble Street (and part of Lindsay)  | 530m               | \$185,500 | 2029 onwards |
| 10 | South Hay (Lang Street)   | 935m               | \$327,250 | 2029 onwards |
| 11 | Rest of Church Street (Coke to Bourke St)   | 425m               | \$148,750 | 2029 onwards |



## Other Actions

|    | Action                                     | Cost     | Year             | Comments   |
|----|--|----------|------------------|--|
| 1  | Remove No Pushbike signs in Hay Park       |          | 2016             |  |
| 2  | Plan around Pond area                      |          | 2016             | In process   |
| 3  | Signposting of Cycleways                   | \$3,000  | 2017             |  |
| 4  | Investigate Rail Trail                     |          | 2017             | Longer exercise & touring route                              |
| 5  | Educational programmes                     | \$2,000  | 2017             | Encourage residents to cycle, safety for motorists           |
| 6  | Ride to Work Day                           | \$500    | Ongoing          | 2016 Ride to Work Day will be held on Wednesday 12th October |
| 7  | Bike racks/hoops                           | \$5,000  | 2016-2018        | \$500 each, for 10   |
| 8  | Bike Day                                   | Un-known | 2017 and ongoing | Investigate Bike Day in conjunction with RMS and NSWPF       |
| 9  | Investigation of problematic intersections | Un-known | Ongoing          | To be done as part of street upgrades                        |
| 10 | Develop a Bike Map                         | \$3,179  | Ongoing          | First Bike Map completed, yearly review will be needed       |

All the actions stated above would be dependent on the availability of funding.

## 5. Further Implementation

If any further information would be required, contact Council's Director Community Development, Jack Terblanche on [jterblanche@hay.nsw.gov.au](mailto:jterblanche@hay.nsw.gov.au).



# Hay Bike Plan Proposals

