



# **Tenterfield Shire Council**

## **Tenterfield Bike Plan**

Version 2.2– November 2020

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## 1. Introduction

Cycling is vital to any integrated transport network. It provides healthy, efficient and convenient travel with minimal impact on the environment.

One of the main reasons for a bike plan is so that Council can determine a coordinated and strategic approach to deliver cycling infrastructure and promotional programs to the community.

### 1.1. Background

Transport for New South Wales (TfNSW formerly RMS) developed the guide *How to prepare a bike plan – November 2012*.

It is the responsibility of every Council in NSW to ensure that a bike plan is developed and implemented to provide for safe and convenient cycling routes that will encourage people to cycle rather than use their cars.

The Bike Plan is essentially a strategic document that identifies the cycling network hierarchy and an associated cycling facilities action plan. It was developed through community consultation, data collection, and review of existing standards and current practice.

The outcomes of this process are the identification of cycling routes within the study area that form a coherent network and the development of an action plan for these routes identifying locations where work is required to ensure the routes are safe, convenient, and meet current standards.

The benefits to the community of a properly implemented Bike Plan cover a wide range of transportation, environmental and social matters, such as:

- Contribute to a healthy, active and liveable community,
- Help reduce greenhouse gas emissions,
- Improve bicycle and pedestrian infrastructure,
- Reduce dependency on private motor vehicle usage,
- Reduce road congestion,
- Reduce parking congestion,
- Increase mobility and independence for those without cars,
- Increase capacity for local public transport networks,
- Reduce health costs, travel times, noise and vehicle operating costs

Many Councils throughout NSW have developed their Bike Plans and some of the methods used by different Councils were incorporated in the process to provide a framework for best practice. TfNSW developed a practical manual to be used as a guide for Council staff or others undertaking a Bike Plan. The guide highlights the main issues that need to be considered during the process.

The Bike Plan approach entails cooperative funding from Council and Transport for NSW with some initial funds allocated to Tenterfield Shire Council some years ago for development of the initial Bike Plan for the town of Tenterfield.

Tenterfield Shire Council is committed to providing long term planning for cycling as desirable replacements for short trips to community facilities, where the facilities and infrastructure can be sustainably supported by the community. The Bike Plan works together with the Tenterfield Pedestrian Access and Mobility Plan (PAMP) which is a separate document.

## **1.2. Study Aims**

The focal aim of the Tenterfield Bike Plan is to identify the cycling routes of most significance to the community and provide a strategy for the enhancement of those routes in terms of safety and mobility.

## **1.3. Study Objectives**

The objectives of the Tenterfield Bike Plan consider the existing cycleway network, its maintenance requirements and the likely availability of funding to meet the objectives.

Specifically, the plan looks at connectivity within the network, directness, safety, accessibility and mobility and has focused strongly on providing continuity of cycling routes of similar standard linking the major pedestrian generators.

The objectives of the plan are:

- To ensure safe and convenient independent mobility by providing cycle access to as many places as possible particularly to community facilities.
- To integrate the needs of all cyclists by providing for and maintaining high quality facilities that are socially inclusive.
- To provide clean, well-lit streets and cycle ways free from obstruction, with sufficient opportunities to cross roads safely.
- To provide safe access for those who chose cycling as primary mode of transport for short to medium distance trips.
- To ensure clear signage and onsite information is provided to increase awareness of cycling movements.
- To ensure that cycle paths are safe for all users.

## **1.4. Methodology of Bike Plan**

In preparing this Bike Plan, three broad stages were involved in the process, namely;

**Stage 1:** Objectives

**Stage 2:** Preparation

**Stage 3:** Implementation.

There were a number of components involved in the various stages of this methodology including:

- Data review
- Surveys
- Community consultation
- Development of Cycle routes
- Audit of the routes
- Development of actions and the forward works program

## **1.5. Structure of Report**

The structure of this document is based on the suggested contents from the TfNSW guidelines on “How to Prepare a Bike Plan”. The document is split into 10 parts as follows:

1. Introduction and background
2. Study Area
3. Research, Review and Data Collection
4. Characteristics of the Local Government Area
5. Public Consultation
6. Saddle Survey
7. Funding Sources and Implementation of Tenterfield Bikeplan
8. Monitoring Program
9. Recommendation for Future Studies
- 10 Conclusions and Recommendations

In addition to these parts, there are several other relevant attachments. These are listed in the Table of Contents at the beginning of this document.

## **2. Study Area**

Tenterfield Shire Council covers an area of 7,333 km<sup>2</sup> and has a population of approximately 6,600. The Council area is comprised of a mix of villages and rural communities as well as the township of Tenterfield.

Considering the extent and condition of infrastructure, this Bike Plan addresses the cycling demands in the township of Tenterfield which comprises over half of the Shire's population.

### **2.1. Scoping Study**

Although cycle and traffic volumes in the Tenterfield Local Government Area (LGA) are relatively low in comparison with the much more densely populated areas, the need to provide adequate facilities is just as important to the community.

#### Tenterfield

Figures from the 2016 census show that the population of Tenterfield UCL (Census 2016) is 2,914. The main method of travel in the area is mostly by private vehicle with small numbers using public transport. Public transport is mostly used for inter town travel with few opportunities for intra town trips, other than those undertaken by various forms of community transport. Walking and biking is very popular along the bikeway system that follows Tenterfield Creek.

### **3. Research, Review and Data Collection**

#### **3.1. Literature Review**

The main resource for the preparation of this Bike Plan was the document titled **“How To Prepare A Bike Plan”** produced by TfNSW in 2012. This document is essentially a practical manual for the preparation of a Bike Plan, and includes information on document structure, methodology and implementation.

Various reference documents that were consulted included:

- NSW Bicycle Guidelines
- Cycling Aspects of Austroads Guides
- NSW Safe Systems Approach

#### **3.2. Traffic Data**

Traffic volumes through the main street are considered high (6,321 Average Annual Daily Traffic 2011) and supports the direction towards the construction of a Tenterfield bypass. Transport for NSW has determined a preferred route for the bypass.

#### **3.3. Cycle Crash Data**

Tenterfield LGA Pedestrian crash data 2014-2018 was examined as part of the overall road accident data available from TfNSW through the NSW Police records.

The analysis of total road crashes for the Tenterfield LGA shows that one cycle accident occurred in 2016 and one in 2018.

#### **3.4. Design Standards**

Constructed cycleways in Tenterfield are generally in accordance with Austroads Guidelines. In view of the relatively low cycle density, the width of the cycle ways has been standardised at 2.0m which is the minimum suggested bicycle path width. The guideline desirable width is 2.5m, however lesser widths are acceptable where cyclist volumes and operational speeds will remain low.



## **4. Characteristics of Local Government Area**

### **4.1. Population**

According to the Australian Bureau Statistics there:

- were 6,600 people in the shire as at 2019. It was equal to 0.08% of the New South Wales population of 8,129,000;
- the population reduced over the 5 years from 2011 to 2016 by approximately 200 people.

Persons age 85 years and over make up 2.7% of the total population in Tenterfield LGA which is the same as the average for regional NSW. This is an increase from 2.3% in 2011 to 2.7% in 2016.

The children aged under 15 years make up 15.6% of the shire population, while people aged under 40 years represent one third of the population.

## **5. Public Consultation**

The development of the initial Bike Plan community consultation was to determine what level of service the community considered acceptable for each cycling route, and to identify current or future needs to determine access priorities.

The community consultation was conducted including local paper media, letters to identified groups and public display.

### **5.1. Identified Groups**

Community Centres, Schools and an informal cycling group were identified as being potentially interested in cycling needs in the community. A survey was circulated in the community calling for feedback in relation to current cycling facilities and the need for future cycling facilities.

Community members were asked to identify locations they felt were unsafe and hazardous and any additional cycle paths that could be justified.

## **5.2. Identified Cycling Issues**

The following issues were identified:

- The cycle way continuation from Scott Street and Saddlers estate
- The extension to the footpath from Millrace to Rouse Street, where the highway turns westwards on the eastern side of Rouse Street.
- The on-road cycleway along Miles street has a missing link section between Logan and Bulwer St on the southern side of the road that needs to be constructed.
- An on road cycleway should be painted along Molesworth Street to provide access to the western side of town.

## **5.3. Community Consultation Survey**

Community consultation would be considered with any further revision of the document.

## **6. Saddle Survey**

The existing cycle facilities audit forms part of Tenterfield Council's Bike Plan. Field audits undertaken on a bike are essential to determine the type and scale of work required along designated cycle routes. Generally, audits were undertaken by an experienced asset manager who has training and experience in road safety auditing.

### **6.1. Route selection**

Cycle routes were selected for the study area. Taken into consideration were cycle attractors and generators, central business district (CBD), community consultation, identified hazardous locations and existing cycle facilities. With the CBD being the initial priority, feeder routes to the CBD were identified then extended to outlying areas. A number of cycle generators and attractors are located within the study area. Cycle attractors include central business districts, schools, business zone, supermarkets and recreational facilities (e.g. sporting facilities and parks).

Existing cycle facilities were reviewed as part of the Bike Plan. Off road paths provide a safer cycling environment and often present shortcuts between areas, therefore making them more appealing for cyclists.

Bike Plan routes:

- Provide links between main attractors and generators
- Improve existing cycle hazards locations

- Formalise existing cycle links
- Create new off-road facilities

## **6.2. Route Audit Process**

On site physical audits were conducted along all high, medium and low priority cycle routes. The key focus of the route audits was any identified access impediments for cyclists. The identified difficulties found in a number of locations were:

- Poor maintenance of bitumen edge,
- Lack of separate cycle ways,

## **6.3. Work Prioritisation Methods**

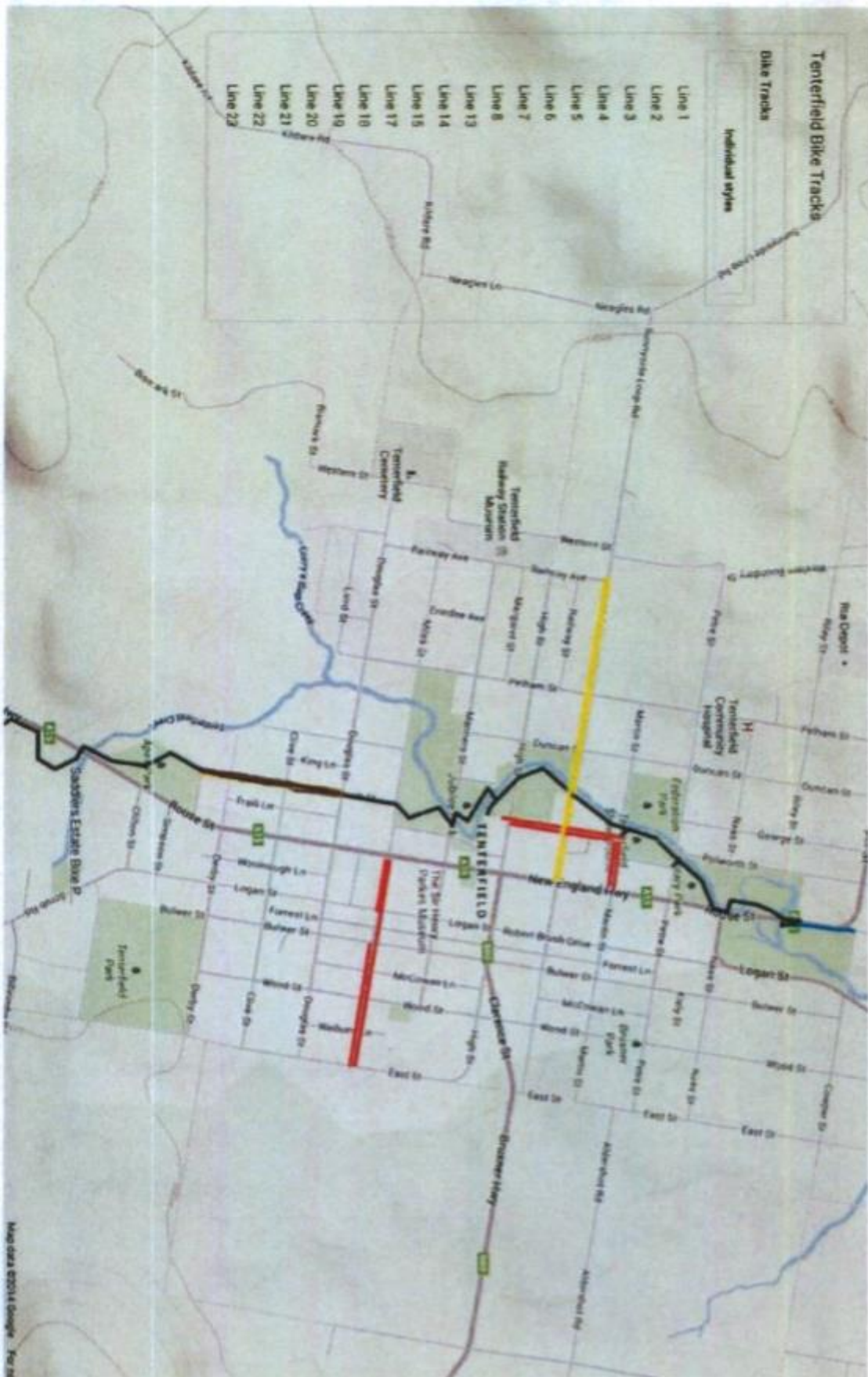
The facility audit identified high, medium or low priority issues. Those issues identified as a high priority have been included in the Appendix 1, including indicative costs for rectification.

A prioritised modified condition score was applied to issues identified for action. Further refinement was then carried out which also considered other factors including Councils existing works program and results of the community consultation.

## **6.4 Existing and Proposed Cycle Track Network**

The map on the following page outlines the networks:

- Black represents existing off road track (with underpasses below Molesworth St and New England Highway);
- Red represents existing on road tracks designated by line marking;
- Yellow represents proposed on road tracks;



## **7. Funding Sources and Implementation of Bike Plan**

Generally funding for implementation of the projects identified in this Bike Plan come from Council and the TfNSW. The works identified in this Bike Plan total \$94,550 at present date estimates.

Council's budget for 2020/2021 and immediate forward plans do not contain any specific funding for additional cycle way construction.

The TfNSW process is to fund approved cycle ways 50%. In addition, Council has the opportunity of imposing conditions on major developments to require the construction of cycle ways if the development warrants it (for example, the Saddlers Estate link was part of a development condition and was supplemented by a 50% grant from TfNSW).

## **8. Monitoring Program**

Initial monitoring of this plan will consist of input to future budget considerations. Works as completed will be recorded and incoming comments will be recorded to gauge effectiveness.

It is proposed to review the plan on a five-year basis. This will allow the document to be reviewed against works completed and community expectations. The five year cycle will also allow for a review of the objectives to ensure they remain relevant.

## **9. Recommendation for future studies**

As described earlier in this study many deficiencies have been identified during the route audit process. Considering the limitation of the scope of the Bike Plan, several issues will remain unsolved. If incorporated with another plan or program, this document may assist in resolving those problems.



At this point, it is not envisioned that further studies will be required outside the review of this Bike Plan at the nominated interval unless external funding is provided. Further detailed investigation and design will be required for many projects.


## **10. Conclusion and Recommendations**

This Bike Plan will be a valuable tool to assist in providing enhanced access for pedestrians and cyclists. The implementation of the nominated improvements to the cycle facilities in Tenterfield will also provide a safer pedestrian environment for school children.

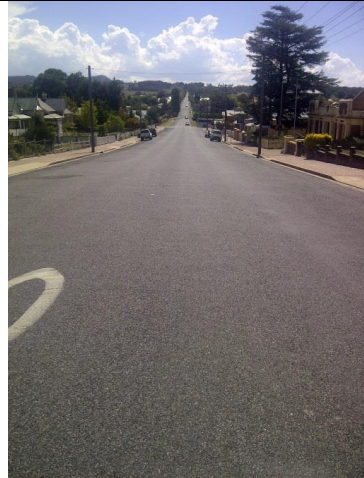
It is recommended that Council continue to seek external funding opportunities to enable the implementation of Bike Plan actions in the Operational Plan to support the community's priorities and allow the project to be implemented in a financially sustainable process.

## 11. Appendix 1 - High priority works schedule

Street	Cross Street	Description of works	# or length	Unit Cost	TOTAL	Priority	
Scott Street (East side of road)	Molesworth to Martin Streets	Encroaching weeds need to be removed and bitumen reinstated	200m	\$150	\$30,000	1	
Scott Street (West side of road)	Molesworth to Martin Streets	Encroaching weeds need to be removed and bitumen reinstated	200m	\$150	\$30,000	2	

Street	Cross Street	Description of works	# or length	Unit Cost	TOTAL	Priority	
New England Highway	Near Willows bridge to Rouse Street	Extend the concrete cycleway along the eastern side of the road to Rouse Street	221	\$225	\$50,000	3	COMPLETED
Miles Street	Logan to Bulwer Streets	Widen pavement to fill in "missing link" for on road cycleway	120m	\$250	\$30,000	4	



Street	Cross Street	Description of works	# or length	Unit Cost	TOTAL	Priority	
Molesworth Street	Rouse St to Railway Avenue	Paint an on road cycleway both sides of road to provide a western link	1.3km	\$3,500	\$4,550	5	
Scott Street	Douglas to Clive Street	Construct an on road cycleway by widening the bitumen on both sides of the road and providing kerb and gutter	225m	\$300	\$67,500	6	COMPLETE

Street	Cross Street	Description of works	# or length	Unit Cost	TOTAL	Priority	
Scott Street	Clive to football oval	Construct an on road cycleway by widening the bitumen on both sides of the road and providing kerb and gutter	350m	\$300	\$105,000	7	COMPLETE