

ITEM NO: 13

SUBJECT: LOCAL TRAFFIC COMMITTEE

FILE NO: F01211

Recommendations:

1. *That the Council note the Local Traffic Committee Minutes.*
2. *That the Council adopt recommendations 2007.21, 2007.22, 2007.23, 2007.24, 2007.25, 2007.26, 2007.27 and 2007.28.*
3. *That the members of the Local Traffic Committee be notified of the Council's decision.*

Report by Acting Group Manager, Community and Corporate:

Report summary

The enclosure to this report is the Minutes of the meeting of the Local Traffic Committee held on 4 December 2007. The recommendations of the Committee are now submitted to the Council for approval.

Sustainability assessment

Effects	Positive	Negative
<u>Environmental</u>	<ul style="list-style-type: none"> • Improved guidance and safety for roadway environment. 	<ul style="list-style-type: none"> • Resources and energy used to provide and maintain traffic controls are considered minimal.
<u>Social</u>	<ul style="list-style-type: none"> • Improved safety and access for road users. 	<ul style="list-style-type: none"> • No significant social impacts.
<u>Economic</u>	<ul style="list-style-type: none"> • Reduced incidence of road crashes will reduce costs to community for property damage, personal injury and fatalities. • Improved traffic guidance will provide more efficient cost effective access. 	<ul style="list-style-type: none"> • Costs to provide and maintain traffic controls are within existing resource allocations.

Financial implications

All actions will be covered by existing operational budgets.

Legal and risk management issues

No additional issues have been identified.

External consultation

As per attendance list.

Conclusion

The recommendations of the Committee are now submitted to the Council for approval.

* * * * *

ITEM NO: 14

SUBJECT: BLUE MOUNTAINS BIKE PLAN 2020

FILE NO: F03719

Recommendations:

1. *That the Council adopt the Draft Blue Mountains Bike Plan 2020 for the purpose of public exhibition and that the Plan be placed on exhibition for a period of one month seeking comments.*
 2. *That the Draft Blue Mountains Bike Plan 2020 be forwarded to relevant external stakeholders for comments.*
 3. *That submissions received in response to the exhibition be assessed and reported to the Council for consideration prior to the formal adoption of the Blue Mountains Bike Plan 2020.*
-

Report by Acting Group Manager, Community and Corporate:

Introduction

The Draft Blue Mountains Bike Plan 2020 (Enclosure 1) revises the “*Blue Mountains Bikeways Plan 1996*”. It will complement other planning efforts in the City with particular reference to Council’s Sustainable Asset Management (SAM) Plans.

It will guide the City in the development of new programs and facilities to encourage people to cycle, and to reduce their dependence on the car. It is a strategy based on extensive community consultation and is designed to be flexible, evolving over its lifetime.

The development and adoption of this strategy is essential to the ongoing pursuit of external funding necessary to enable implementation. Funding bodies such as the Roads and Traffic Authority and the NSW Department of Sport and Recreation require Council to have a Plan to be eligible for funding grants.

This Plan also informs the Capital Works Program process, identifying short, medium and long term priorities for the implementation of the full delivery subject to availability of internal and external funding.

Purpose

This report recommends that the Council place the Draft Plan on public exhibition for a period of one month and sends it to relevant stakeholders seeking comments.

Primary goals of the Blue Mountains Bike Plan 2020

The Blue Mountains Bike Plan establishes a vision for cycling. It sets integrated principles, objectives and recommendations regarding safety, education and promotional programs whilst also securing the delivery of cycling related infrastructure, including a comprehensive cycleway network.

The primary goals of the Plan are:

1. To double the number of bicycle trips made in the City of the Blue Mountains, as a percentage of total trips, by 2020; and
2. To reduce the number of bicycle crashes and casualties.

The Plan is structured along seven key components, which is analogous to “seven integral spokes”. The seven spokes are integrated through a common implementation strategy, represented by the hub of the wheel. Like the spokes of a bicycle wheel, all seven spokes must work together to achieve the two primary goals and realise the vision of the City of the Blue Mountains.

The Seven Spokes are:

1. Bicycle Friendly Streets;
2. Bikeway Network;
3. Safety and Education;
4. Promotion;
5. Cycling and Transit;
6. Bicycle Parking; and
7. Tourism

Principles and objectives

The City’s physical environment, when combined with social and economic factors, influences the ways people choose to get around. To achieve the vision of a more bicycle friendly City, the seven spokes detail a multi-faceted strategy to build both physical and social infrastructure to support cycling. The Plan is an important step in gaining significant environmental, economic, social equity and health benefits to individuals and to the City as a whole.

Implementation, monitoring and evaluation of the Draft Plan

Public engagement on the Blue Mountains Bike Plan 2020 will not end with the adoption of the Plan by Council. Consultation is seen as an important on-going activity that will support the implementation of the Plan. The Plan, as previously noted, is designed as a flexible document and will evolve over time in response to new and changing developments and priorities, whilst also identifying new opportunities as these arise. Some of these changes will emerge through ongoing public consultation and from monitoring the implementation of the Plan.

Implementation will require continued collaboration between Council sections, the Cycle Committee and the public. This is particularly important for delivering new bike lanes and off road paths, which can have significant impacts on adjacent properties and other users of parks and roads. The City’s public consultation policy will be adhered to for all new cycleway projects.

Monitoring bicycle trends and particularly crash history will be an important part of measuring the successes of the Plan. A review of historic data undertaken for this study clearly indicates the need to improve the collection of cycling data in the City. In addition, Council’s annual community survey should be used to monitor concerns as well as the

progress of the Plan. Council must also develop a new bicycle data collection program, when incorporated into existing annual data analysis this will:

- Use existing cycle travel demand information as a bench mark for assessing growth in cycling trips as the BMBP is implemented;
- Measure the progress towards achieving the City's sustainability goals and targets; and
- Identify cycling issues and trends to influence implementation priorities.

The Blue Mountains Cycling Committee

The Committee is a community advisory group, formed to represent cyclists. The role of the Committee is to provide input into the whole range of cycling programs and services offered by Council. The committee has been an invaluable resource in developing new and innovative policies and programs to encourage cycling and improve safety. The Committee will be a partner in implementing the Plan, and will continue to have a valuable role in representing the interest of all cyclists in the City.

Resources required for delivery of the Draft Plan

The Draft Plan is an integrated body of components which requires a strategic approach for implementation, together with an ongoing funding commitment. Focusing efforts on individual elements of the Plan, in isolation of the others, e.g. funding new bike lanes in the short term but not the development of new programming or promotional programs, is not an efficient or recommended strategy.

The public input received throughout the master planning process and the results of the cycle survey clearly indicate that the residents of the Blue Mountains support improving cycling facilities. Council's leadership through this action will directly improve the liveability of our communities and result in a more sustainable future.

The Council's Capital Works Program will address priority projects that are consistent with the Sustainable Asset Management Plans. Capital Works Program decisions will continue to be assessed using a triple bottom line methodology and be guided by the principles of sustainability, equity, access, effectiveness, efficiency and innovation in service delivery.

Sustainability assessment

There will be positive impacts on environmental, economic and social sustainability in the City of Blue Mountains. The major focus of the draft Plan is to create safe and accessible pathways of travel that improve our connections with our destinations and each other and encourage people of all ages to use their bicycles for everyday transportation and enjoyment.

Financial implications

Current funding

Implementing the proposed Draft Plan requires Council to confirm a continuation of its current financial commitment, being \$50,000 pa. This enables a continuation of the 50/50 annual funding arrangement which currently exists with the RTA. Subject to approval, this provides a baseline figure of \$1,300,000 for the plan period.

Additional funding of \$50,000 for each of the next 2 years has been allocated from the Federal Government's (DOTARS) Supplementary Funding to implement the plan.

This funding commitment will enable the delivery of the priority programme (including all priority works identified in Enclosures 2 and 3), as below:

Route Number	Location	Cost Estimate
L1 to M4 Link	Lapstone	\$3,860
L1: 1.7 – 1.26	Glenbrook	\$309,465
L2 to L1 Link	Glenbrook	\$26,860
L2 Extension East & West	Glenbrook	\$38,970
L2: 2.2 – 2.8	Blaxland	\$148,180
L6 Extension East	Faulconbridge	\$6,500
L6: 6.7 – 6.11	Faulconbridge	\$14,840
L7a: 7a.14	Faulconbridge	\$26,860
L7 Extension West	Faulconbridge - Linden	\$340,080
L8a	Woodford - Linden	\$255,060
L12: 12.1 – 12.6	Leura	\$204,540

Asset Renewal - Enclosure 2 - Existing Network(Bike Plan 1996) Proposed Actions, Priority & Cost Estimate (Updated 3 December 2007)

Enclosure 2 lists the asset renewal works required to complete the existing network to an approved standard. Funding for this work is identified within the 50/50 funding arrangement with the RTA and DOTARS allocation.

New Routes - Enclosure 3 – New Proposed Routes (Updated 3 December 2007)

Enclosure 3 identifies the missing links that are essential in completing a totally comprehensive network. Enclosure 3 also includes the estimated cost of \$5,145,228 for the Upper Blue Mountains Region Trail. This project received Metropolitan Greenspace Program (MGP) funding in 2007/2008 to engage a consultancy to undertake the higher level of stakeholder consultation, detailed design, costing and works schedules. Once this work has been completed a more precise estimate will be known of funding required. An application will be made to the MGP for the 2008/2009 round of funding grants to construct the trail. The Australian Tourism Development Program is a high potential funding source for this project as they have previously funded similar cross regional projects across the state. The 2008 funding rounds are called for in June of each year in which Council will make application.

Network Maps – Enclosure 4

Enclosure 4 is the network maps combining the existing and proposed routes.

Funding commitment required to implement total Plan

As indicated in Enclosures 2 and 3, the total cost of implementing the new infrastructure and programs recommended in the Blue Mountains Bike Plan 2020 is estimated at:

Enclosure 2: Assets Renewal Works	\$2,673,180
Enclosure 3: New Routes	\$6,939,218
TOTAL	\$9,612,398

Council's continual funding commitment of \$50,000 pa, when matched at source by the RTA, provides \$1,300,000 over the 13 years of the plan to 2020. This core funding will be combined with the DOTARS funding of \$100,000 over the next 2 years. This commitment

provides for 14.5% of construction cost from the total amount of \$9,612,398 and has been prioritised as previously stated.

Council's ability to complete the remaining 85.5% of the program outlined in the Plan will be dependant on its success in obtaining other sources of income such as grants.

Projects To Be Funded Based on Existing Resource Levels

The priority components of Enclosure 3 have been identified so that they can be combined with the priorities in Enclosure 2 and submitted for inclusion as part of the annual CWP. The lower priorities from Enclosure 3 will be funded from either external funding sources or additional allocation of internal funds.

Other funding sources

Council will attempt to take advantage of other funding sources as they become available, including public-private sector partnerships, such as the proposed Bicycle Safety Partnership. The costs associated with programming, safety and education components of the Plan will continue to be partially offset by the Road Safety Program budget, advertising or sponsorship revenue.

Previous successful funding sources

Previously funding contributions have also been secured from NSW Department of Sport and Recreation Capital Assistance Program. In 2006/2007, \$15,000 was obtained for cycleways in Springwood and Valley Heights and in 1999/2000 \$8,385 was received for cycleways in Katoomba. Council will continue to make application to this program. Also indicated in Enclosure 3, \$30,000 has been secured through the Metropolitan Greenspace Program (MGP) funding grants.

Maintenance cost

It should be noted that maintenance associated with the proposed cycleway network will increase the cost of existing Service Level Agreement budgets. A fuller assessment of additional cost will be completed at a later date.

Legal and risk management issues

The renewal and construction of new components of the network seeks to improve the cycle network across the mountains. By constructing the network to approved standards it will reduce the risks to cyclists, particularly in areas of conflict with motorists and pedestrians.

The Bike Plan contains a number of recommendations to improve the reporting and maintenance regimes of the network which should also decrease the number of incidents on the network. It also has an educational component designed to improve cyclist skills, knowledge and education. The 'Bike to School' and 'Back on Your Bike' programs are two community based programs that have already been implemented across local schools and the general community.

Reporting

The Group Manager Community & Corporate will prepare annual progress reports to Council, in consultation with the Bike Plan Coordinating Committee documenting the progress of the Bike Plan and presenting implementation priorities and funding requirements for the following year. The first report will be presented in 2008 outlining Bike Plan projects implemented during 2007/08 and to be implemented in 2008/2009.

External consultation

A community survey was completed during 2005/2006. This survey involved community groups, face to face interviews, special user groups and the ongoing consultation with members of the Cycling Committee.

Conclusion

The Draft Blue Mountains Bike Plan 2020 has been developed for the Council's consideration. The Draft Plan outlines a comprehensive set of principles, objectives and recommendations that address the need for education as well as the provision of facilities for the City of Blue Mountains.

The Draft Plan has been developed to assist the Council in achieving its adopted 25 Year Vision as articulated in *Towards a More Sustainable Blue Mountains – A Map for Action 2000-2025*. It will guide the development of the 2008-12 Management Plan.

It is recommended that the Council place the Draft Plan on public exhibition for a period of one month and send it to relevant stakeholders seeking comments. Following the exhibition, an assessment of submissions received will be reported to the Council for consideration, with a report seeking adoption of a final *Blue Mountains Bike Plan 2020*.

* * * * *