



DRAFT REPORT

Active Transport Survey 2021

Bathurst Regional Council

January 2022

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1. EXECUTIVE SUMMARY

In late 2021 Bathurst Regional Council commissioned Taverner Research to interview residents and stakeholders, to inform Council's next iteration of its active transport strategy. The research, conducted in November 2021, comprised a random telephone survey, parallel online survey, and three stakeholder workshops. In total, 360 residents and 37 stakeholders were consulted.

Among the key findings of the telephone and online research:

Prevalence and attitudes

1. 40% of residents had cycled within the previous three months, while 99% had walked in public for more than 10 minutes during this time. Four per cent had used an e-bicycle within the previous three months.
2. Males were significantly more likely than females to be regular bicycle riders (at 50% and 28% respectively).
3. 40% of respondents (and 16% of bicycle riders) exhibited negative sentiment towards bicycle riders. This included 15% of respondents who said that "they are dangerous, and I don't like seeing them on the road."

Walkers

4. In regard to walkers, 47% said they walked longer than 10 minutes in public at least daily. However, 23% said they walked once a week or less. This was consistent by age, gender and location.
5. Of all walkers, 53% said they had walked two or more hours in public over the previous week, while 24% said they had walked six or more hours. Average walking time was four hours per week.
6. While the vast majority of walkers (87%) did so for exercise, 66% walked to and

from shopping, appointments or errands and 34% to visit friends or family. However only 14% walked to or from work.

7. Almost half of all walkers (49%) said they were trying to walk more often. Of those aged 18-39, 62% wanted to walk more.
8. Respondents were relatively satisfied with CBD walking infrastructure (62% rating it as "good" or "very good") but not so enthusiastic about facilities in their local area (39% good or very good). Results were consistent by age, gender and location.
9. When asked how walking infrastructure could be improved, 69% wanted more footpaths while 9% requested improved path maintenance. Eleven per cent wanted to make traffic conditions more conducive to walking, while 8% sought improved streetscapes.
10. Two-thirds of walkers said improved walking infrastructure would encourage them to walk more often.

Cyclists

11. Of cyclists, almost half (45%) estimated they had ridden more than ten hours in the previous month. However, a further 29% said they had ridden three hours or less.



1. EXECUTIVE SUMMARY

12. While results were largely consistent by age, gender and place of residence, older bicycle riders did seem to be cycling longer (19.7 hours average, vs. 9-10 hours for other age groups.)
13. All cyclists said they rode for exercise, while 29% said they used it to commute to work, and 26% cycled to visit family or friends. Only 23% cycled for shopping or appointments.
14. 41% of cyclists said they usually rode alone, while 27% said they often rode with family and 32% with friends. This re-enforces the reduced importance of “functional” cycling (e.g. commuting, shopping) in the overall cycling usage mix.
15. 58% of bicycle riders wanted to ride more often – consistent by age and gender.
16. Of those who *hadn't* ridden a bicycle in the previous three months, 16% cited feeling it was unsafe as a main reason and 13% noted a lack of dedicated bike paths.
17. 42% of cyclists preferred riding on paths and cycleways, against 26% preferring to ride on the road. Of those preferring to ride on the road, only 19% felt safe while riding on the roads (against 42% feeling unsafe).
18. Of those feeling unsafe, main reasons were danger from cars, disrespect from motorists, inadequate road shoulders, danger at roundabouts, and road surface issues (e.g. potholes).
19. Of those bicycle riders preferring to ride on paths or cycleways, 77% said this was due to safety concerns and 15% wanted to avoid traffic. Twelve per cent said it was because they often rode with children.
20. In relation to quality of infrastructure, cyclists were much more negative than walkers. And whereas walking respondents felt facilities in the CBD were superior to those in their local area, among cyclists this was reversed – suggesting that cyclists believe CBD facilities are not as good as they could/should be.
21. In regards to improved infrastructure, almost two-thirds of cyclists (63%) asked for additional cycle paths or cycle lanes, while 16% sought wider paths and 15% wanted improved surfaces. Thirteen per cent sought a better way to manage roads and car traffic, while 11% each wanted designated recreational cycling tracks, and improved connectivity between bike paths.
22. 87% of cyclists (and 27% of non-cyclists) said they would ride more often if infrastructure was improved.

Among the key outcomes of the stakeholder workshops:

SWOT analysis

23. **Major strengths** raised were the city's existing grid of wide streets (though some also saw this as a weakness), some existing bike paths and shared pathways, and other existing cycling infrastructure (e.g. Velodrome and BMX track). There was debate about how cyclist-friendly local motorists were, and the safety of cycling on country roads.
24. **Major perceived weaknesses** were insufficient bike or shared paths, poor signage for bicycle riders, lack of connectivity between bike paths, a lack of commitment to enforcing planning



1. EXECUTIVE SUMMARY

standards for footpaths in new developments, and a car-centric culture – especially in the CBD and at roundabouts.

25. In relation to **opportunities**, the central theme was engendering a cultural change throughout the Bathurst region to promote and celebrate walking and bicycle riding as key forms of transport (i.e. not just active transport). Among the suggestions were:

- a. Ensuring the Laffing Waters residential development becomes – and can be promoted as – a regional leader in active transport infrastructure and services
- b. An integrated and well-publicised 5- to 10-year plan of extending and linking bicycle and shared paths – especially those linking Bathurst CBD and university to nearby population centres
- c. Improving signage for bicycle riders, pedestrians and motorists (e.g. alerting to presence of cyclists at roundabouts and other “pinch points”), and
- d. Developing and promoting country cycling routes – including those to neighbouring LGAs

26. **The main perceived threats** were a lack of political will to prioritise active transport. And concern that Bathurst risked missing out on the boom in cycling tourism to other regions (understanding that improved infrastructure for tourists will also benefit and encourage locals.), and a lack of funding for active transport.

Transport trends over the next 5-10 years

27. In relation to how transport might evolve in the Bathurst region over the coming decade, major themes included:

- a. Soaring use of e-bikes and mobility scooters due to the ageing population
- b. the changing nature of CBDs (with a move away from retail and towards services, culture, sport and/or entertainment)
- c. The growth of new suburbs/developments/retail precincts, which will require greater connectivity and (perhaps) less CBD visitation
- d. the rise of electric transport, possibly including driverless cars (which may in turn replace the ‘one car per driver’ model with an on-demand service and/or shared ownership)
- e. the possible deployment of smaller, driverless electric buses to provide a regular service to suburbs and smaller communities – in turn making these areas more desirable to live

“Best” ideas

28. Among a wide range of ideas designed as input to Council’s revised Active Transport strategy:

- a. A publicised and timed strategy to extend and link existing bike or shared paths over the next decade as funding becomes available
- b. A “hub and spoke” system of pathways linking suburbs to CBD (and possibly in some cases each other)
- c. Dedicated bike lanes in, out and around the CBD – likely using specific (and signposted) N-S and E-



1. EXECUTIVE SUMMARY

W streets within the central grid -
and aligning these with end-of-trip
facilities such as lockers, change
rooms and showers

- d. Aligning planning standards and
developer contributions to ensure
footpaths or shared paths in all new
residential developments
- e. Active transport is part of the up-
front considerations within broader
urban planning such as subdivision
standards, local connections and
delivery of projects.
- f. Improved signage for bicycle riders,
pedestrians and motorists
- g. Signage or other promotion to
motorists alerting them to rights of
bicycle riders on roads, at
roundabouts etc. and required
car/bicycle separation (especially on
country roads)



2. RESEARCH OBJECTIVES

Taverner Research Group was commissioned by Bathurst Regional Council to conduct an Active Transport Survey in 2021 which establishes baseline data on walking, cycling and e-biking behaviour.

As per Council's request, the objectives for the Active Transport Survey process were to:

1. Provide baseline data on current walking, cycling and e-biking behaviour
2. Measure attitudes to walking, cycling and e-riding
3. Measure attitudes to on-road vs. off-road/cycleway riding
4. Identify desired level of walking and cycling services
5. Identify barriers and challenges to walking, cycling or e-riding in the Bathurst region
6. Determine the community's priorities for active transport infrastructure



3. RESEARCH DESIGN

The Bathurst Regional Council Active Transport Survey 2021 aimed to collect 227 completed telephone responses from a random sample of residents in the Bathurst Regional local government area. The sample was augmented with responses to the online survey which ran concurrently.

Computer-Assisted Telephone Interviews (CATI)

A telephone based (CATI) survey was used to secure a response from 227 residents throughout the Bathurst Regional local government area. There were 141 responses collected from mobile phones (62% of the total telephone interviews). To qualify for a survey respondents had to be permanent residents in the Bathurst Regional local government area, not be an employee or Councillor with Bathurst Regional Council and have walked or rode a bicycle in the Bathurst region in the last three months.

Respondents were not initially told the survey was about active transport, to avoid non-response bias (i.e. biasing the sample towards those with an interest in cycling, walking etc.)

Interviews were conducted between 3 November to 12 November 2021. Calls were made between 4.30pm and 8.30pm during weekdays. Eight interviewers conducted interviews over the course of the data collection period. The survey was implemented according to ISO 20252 standards. Continuous interviewer monitoring was used to monitor for quality control.

Online Survey

A version of the survey was made available online for all residents to complete. The survey was available from 4 November to 21 November 2021 and 133 completed responses were collected.

These responses were combined with the results of the CATI survey to provide a more robust sample size of n= 360 responses.

The questionnaire for CATI and online surveys is included as Appendix 1 to this report.

Workshops

Three stakeholder workshops (each of 2-hour duration) were held at the Bathurst Memorial Entertainment Centre on November 23rd and 24th. Each involved the participation of between 10 and 14 residents with specific interests in and around the issues of active transport and access equity.

Results of these workshops are reported separately, though with key conclusions also feeding into overall outcomes and recommendations.



3. RESEARCH DESIGN

Survey Weighting

The collected data often cannot mirror the exact age/sex distribution of a region. To allow for this, the collected data set is weighted to bring it back to the ideal age/sex distribution based on the population of the Bathurst local government area.

Table 1 reports the weighting factors for the sample. Successful data collection and age targeting led to minimal data weighting factors which are well within accepted statistical standards.

Table 1 Survey Weighting

AGE	POPULATION		IDEAL		ACTUAL		WEIGHTS	
	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE
18 to 39	6,114	5,734	44	41	30	43	2.30	1.51
40 to 54	3,859	3,960	28	29	47	48	0.93	0.93
55 to 69	3,552	3,630	26	26	53	51	0.76	0.80
70 plus	2,023	2,550	15	18	33	50	0.69	0.58
TOTAL	15,548	15,874	112	115	163	192		

Note: Five (5) respondents did not provide their age or gender and were allocated a weighting of 1.00.

Sample Profile

Table 2 Demographic profile of combined CATI and online samples (unweighted):

(NB Figures may not add to 100% due to rounding).

CHARACTERISTIC	CATEGORY	%
Age	18-39	21%
	40-54	27%
	55-69	29%
	70+	23%
Gender	Male	46%
	Female	53%
Place of residence	Bathurst	40%
	Kelso	21%
	Eglinton	7%
	Llanarth	5%
	Windradyne	5%
	West Bathurst	4%
	South Bathurst	3%
	Other	15%



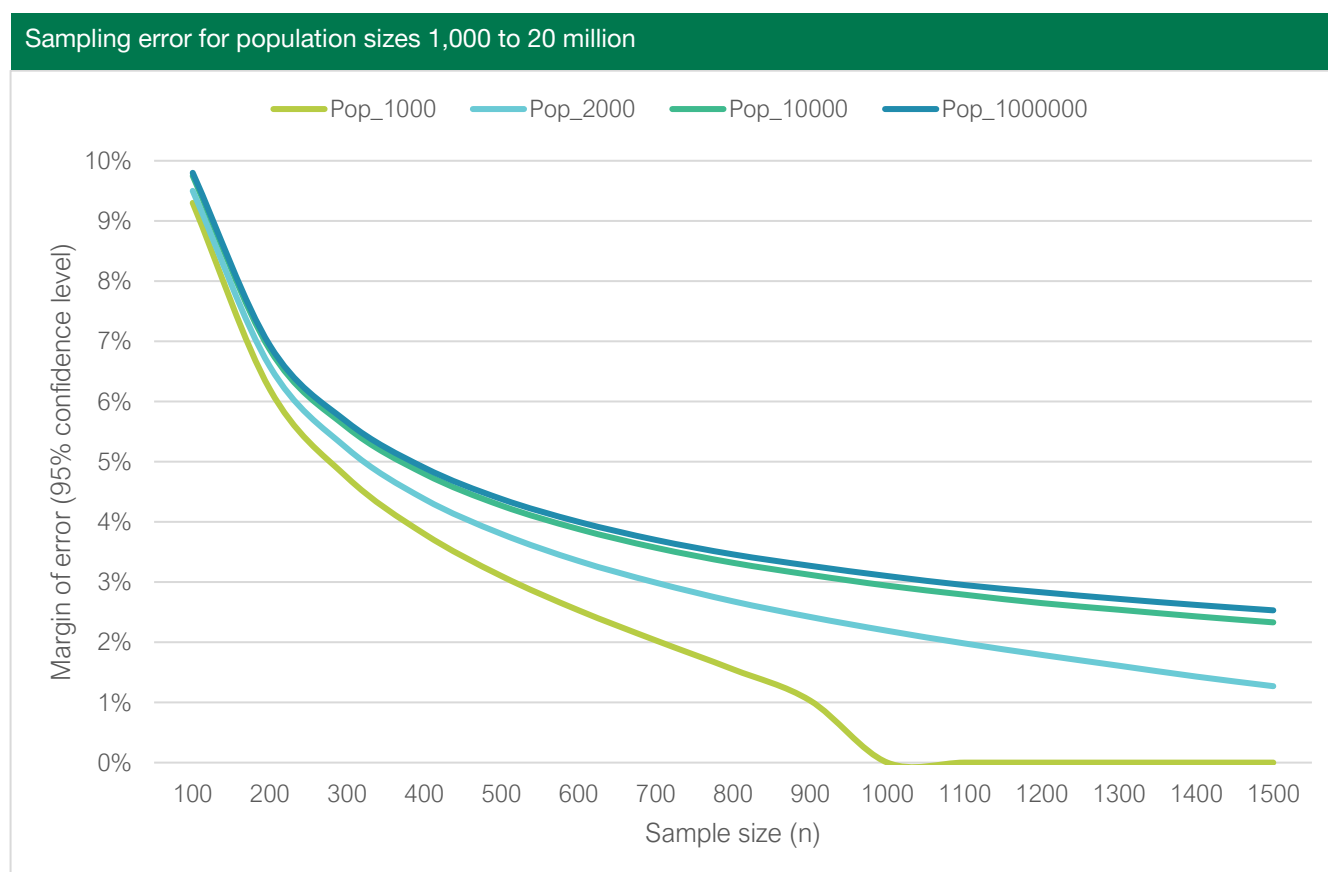
3. RESEARCH DESIGN

Sampling Error

Based on Bathurst's adult population (as per 2016 ABS Census data, Usual Resident profile), a random sample of 227 adult residents implies a margin for error of $\pm 6.5\%$ at the 95% confidence level. This means in effect that if we conducted a similar poll 20 times, results should reflect the views and behaviour of the overall survey population to within a $\pm 6.5\%$ margin in 19 of those 20 surveys.

As Figure 1 (below) shows, the margin for error falls as the sample size rises. Hence cross-tabulations of subgroups within the overall sample will typically create much higher margins for error than the overall sample. For example, a sample size of 100 exhibits a margin for error of $\pm 9.8\%$ (again expressed at 95% confidence level).

Figure 1 Sampling error chart



How to read this report

In all tables, statistically significant differences will be highlighted in bold and colour – typically green being above average and red being below average. (Statistically significant differences are those that are outside the sampling error limits, and hence are unlikely to be caused by chance alone.) Where there are no such figures recorded in green or black, results are considered statistically similar.



4. TRANSPORT BEHAVIOUR

Respondents were asked when was the last time they travelled within the Bathurst Region for any reason using seven modes of transport. Respondents that qualified for each section of the survey have been coloured **green**.

Table 3 Last time travelled within the Bathurst Region

TRANSPORT MODE	LAST 24 HRS	LAST WEEK	LAST TWO WEEKS	LAST MONTH	LAST 3 MTHS	LAST YEAR	MORE THAN A YEAR AGO	NEVER	N/A
Car as a driver	84%	10%	1%	0%	1%	0%	1%	2%	1%
Car as a passenger	32%	35%	9%	7%	4%	6%	2%	3%	2%
Walking	54%	34%	5%	4%	2%	0%	1%	0%	0%
Motorcycle	2%	3%	1%	1%	1%	3%	7%	64%	18%
Bicycle	14%	15%	4%	4%	3%	4%	14%	30%	13%
Bus	0%	1%	0%	2%	2%	3%	20%	59%	12%
Electronic scooter or e-bike, inc. mobility scooter	1%	2%	0%	1%	0%	3%	1%	74%	17%

This indicates that

- 95% of respondents were frequent and/or recent car drivers
- 99% of respondents walked regularly
- 40% of respondents had cycled within the previous three months (with 29% riding during the previous week)
- Only 4% of respondent had ridden an e-bicycle within the past three months

Respondents were equally likely to be regular bicycle riders regardless of age group. However, males were significantly more likely than females to be regular bicycle riders (at 50% and 28% respectively).

At this stage of the interview (i.e. prior to identifying purpose of survey), respondents were asked their attitude to bicycle riders on the road. Results are shown in **Figure 2**, next page.

As 95% of respondents were motorists, this question can be seen as a proxy for the views of all motorists. The top two responses can be read as being from those who are being broadly supportive of bicycle riders on roads, while the bottom two imply some hostility towards cyclists.



4. TRANSPORT BEHAVIOUR

Figure 2: Attitude of respondents to cyclists

Q1a. Thinking about when you drive, which of the following statements most closely resembles your views towards bicycle riders on the road?

Base: All respondents (n=360)

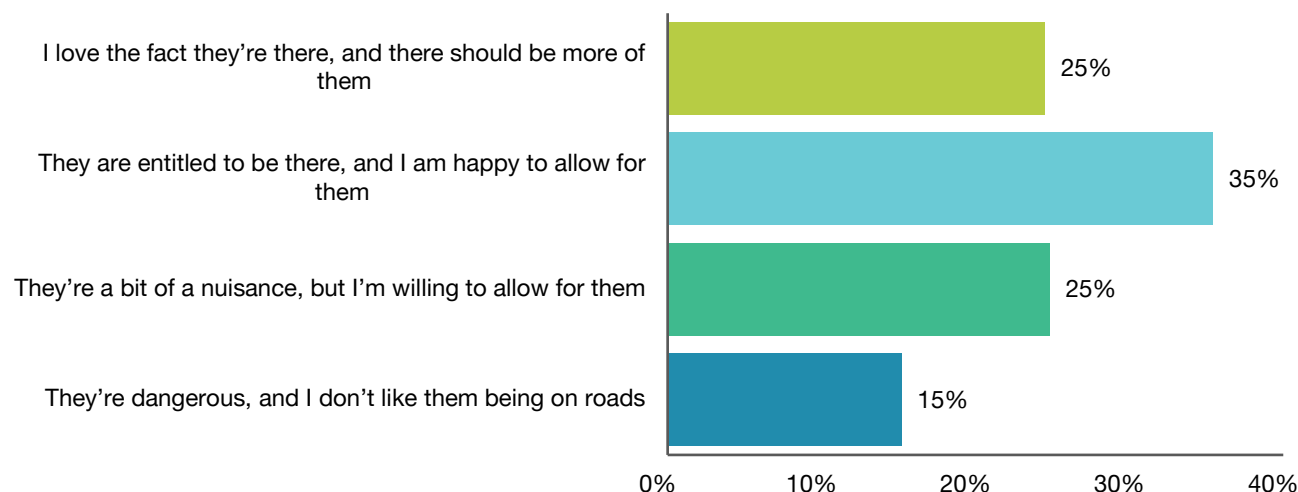


Table 4 Attitudes to bicycle riders on roads by sub-group

	GENDER		AGE				OTHER		
	M	F	18-39	40-54	55-69	70+	BATH.	KELSO	OTHER
I love the fact they're there, and there should be more of them	24%	24%	19%	24%	35%	20%	28%	24%	22%
They are entitled to be there, and I am happy to allow for them	39%	33%	32%	38%	28%	55%	35%	37%	36%
They're a bit of a nuisance, but I'm willing to allow for them	20%	31%	25%	30%	24%	15%	23%	31%	24%
They're dangerous, and I don't like them being on roads	18%	12%	23%	9%	13%	10%	15%	9%	18%

This indicates that around 60% of respondents were broadly supportive of bicycle riders on road with the balance unsupportive – and some 15% openly hostile.

There were negligible differences by age, gender or place of residence. **While bicycle riders were (unsurprisingly) more likely to be supportive – with 53% “loving the fact they’re there” and 31% saying “they’re entitled to be there”, a further 11% of bicycle riders felt that cyclists on roads were “a bit of a nuisance” and 5% saw them as “dangerous”.**



5. WALKING

This section of the report covers walking. It includes walking behaviour, attitudes towards walking and perceptions of walking infrastructure in the Bathurst Region. This section was asked to 99% of respondents that travelled by walking at least once in the past three months.

5.1. WALKING BEHAVIOUR

Frequency of Walking

Respondents were asked how frequently they walk in public for longer than 10 minutes in an average week. This excluded time walked in the home or garden.

Figure 3 Frequency of walking

Q2 In an average week, how frequently do you walk in public for longer than 10 minutes for any reason? (excludes time walked in the home or garden)

Base: Walked in the past three months (n=355)

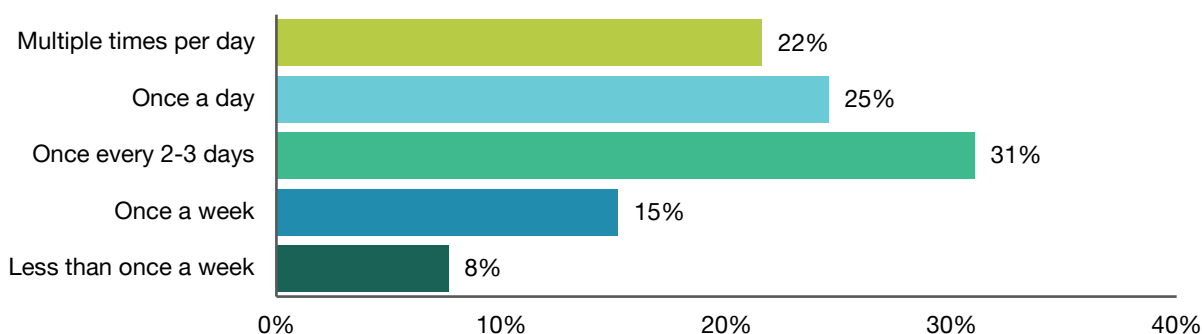


Table 5 Frequency of walking - Subgroups

	GENDER		AGE				OTHER		
	M	F	18-39	40-54	55-69	70+	BATH.	KELSO	OTHER
Multiple times per day	26%	17%	26%	21%	21%	10%	23%	15%	23%
Once a day	24%	26%	21%	24%	34%	23%	27%	33%	17%
Once every 2-3 days	28%	34%	35%	31%	22%	36%	28%	31%	34%
Once a week	16%	14%	12%	20%	13%	19%	15%	16%	15%
Less than once a week	5%	9%	7%	4%	9%	12%	6%	5%	11%

The vast majority of walkers (77%) claim to walk at least every 2-3 days, with half walking daily or more. There were no statistically significant differences in walking frequency by age, gender or location.



5. WALKING

Time Spent Walking in the Past Week

Respondents were asked to provide an estimate for the total time in hours spent walking in public in the past week. This was an open-ended response. Estimates provided were then allocated into categories (see **Figure 4**).

Figure 4 Time spent walking in public in the past week

Q3 What is your best estimate for the total time in hours you have spent walking in public in the past week?

Base: Walked in the past three months (n=355)

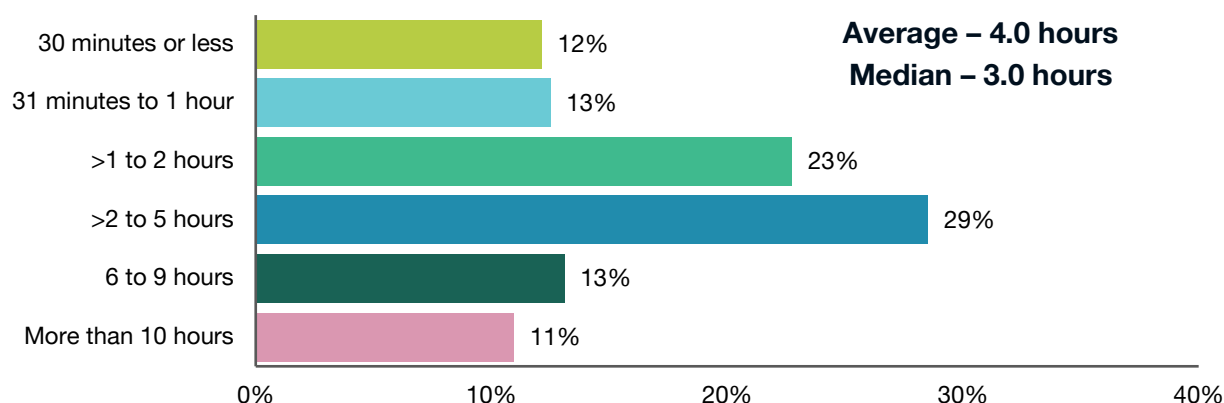


Table 6 Time spent walking in public in the past week - Subgroups

	GENDER		AGE				OTHER		
	M	F	18-39	40-54	55-69	70+	BATH.	KELSO	OTHER
30 minutes or less	10%	14%	11%	8%	13%	21%	11%	8%	16%
31 minutes to 1 hour	13%	12%	9%	16%	13%	15%	15%	13%	10%
>1 to 2 hours	28%	18%	28%	18%	21%	20%	23%	19%	24%
>2 to 5 hours	25%	32%	29%	34%	22%	27%	28%	28%	29%
>5 to 9 hours	15%	12%	10%	14%	19%	11%	12%	17%	13%
More than 10 hours	9%	13%	13%	11%	12%	6%	12%	15%	8%
AVERAGE (HRS)	3.7	4.2	4.2	3.8	4.4	3.1	4.1	4.8	3.5

The most common total duration of walking over the previous seven days was >2-5 hours (29%). However almost one in four respondents (24%) had walked for six hour or more.

There were no major differences by age, gender or location.



5. WALKING

Purpose for Travelling by Walking

Walkers were then asked their major purposes for walking – noting they could nominate as many categories as they liked:

Figure 5 Purpose for travelling by walking

Q4 For which of the following purposes do you travel by walking?

Base: Walked in the past three months (n=355)

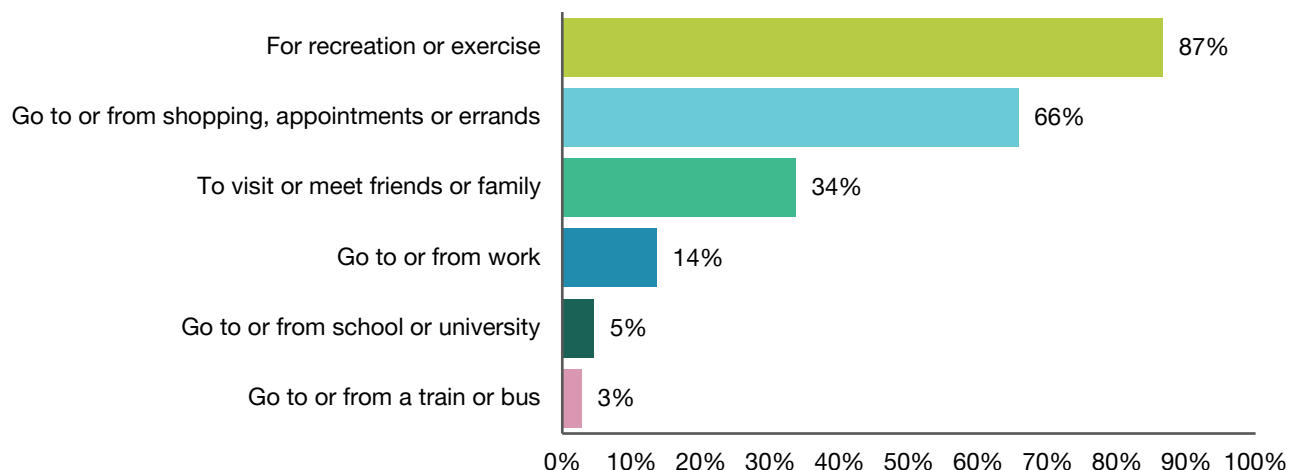


Table 7 Purpose for travelling by walking - Subgroups

	GENDER		AGE				OTHER		
	M	F	18-39	40-54	55-69	70+	BATH.	KELSO	OTHER
For recreation or exercise	86%	87%	89%	88%	91%	71%	88%	86%	85%
Shopping, appts or errands	66%	67%	68%	66%	59%	73%	67%	56%	69%
To visit or meet friends or family	36%	32%	42%	30%	28%	31%	33%	37%	33%
Go to or from work	16%	10%	15%	22%	7%	5%	16%	6%	15%
Go to or from school or university	4%	6%	6%	5%	1%	1%	8%	1%	3%
Go to or from a train or bus	4%	2%	2%	4%	2%	5%	5%	3%	1%

Recreation and exercise were the major reasons for walking (87%) followed by shopping, appointments or errands (66%) and visiting friends and family (34%). Exercising dogs was also a popular reason for walking (mentioned unprompted by 12 respondents).

Those aged 70+ were less likely to walk for recreation/exercise.



5. WALKING

5.2. ATTITUDE TO WALKING

Almost half (49%) of respondents that have walked in the past few months indicated that they were trying to walk more often. One third (33%) walk about the same as they always have while 18% were walking less than they used to.

Figure 6 Attitude to walking

Q6 Which of the following best describes your attitude to walking?

Base: Walked in the past three months (n=355)

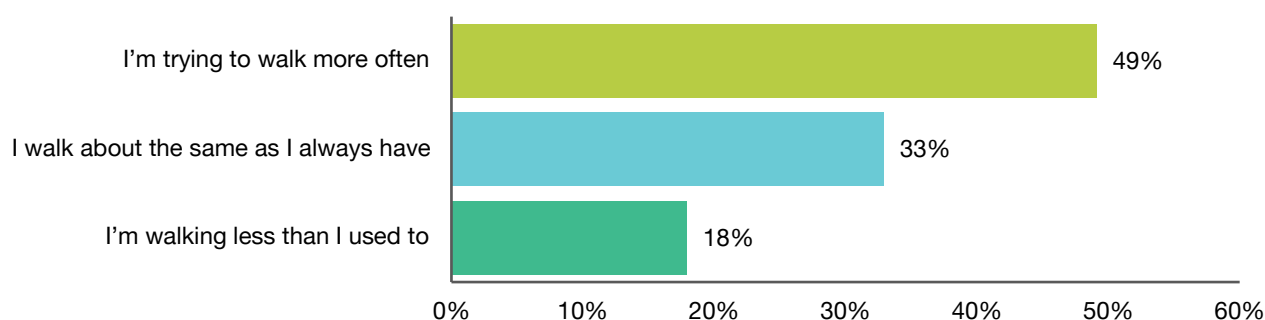


Table 8 Attitude to walking - Subgroups

	GENDER		AGE				OTHER		
	M	F	18-39	40-54	55-69	70+	BATH.	KELSO	OTHER
I'm trying to walk more often	44%	54%	62%	49%	41%	32%	53%	51%	44%
I walk about the same as I always have	40%	27%	28%	31%	40%	36%	31%	30%	36%
I'm walking less than I used to	16%	20%	10%	20%	19%	32%	16%	19%	20%

The main cohort keen to walk more often were younger residents (62%), while older respondents (i.e. those aged 70+) were understandably more likely to be walking less (at 32%).

Reasons for not walking in the past few months

Respondents that had not walked in the past few months were asked to indicate the main reasons why. They were able to select multiple reasons.

These reasons included:

- I prefer to drive/ride (n=3)
- It's unsafe (n=2)
- Lack of footpaths (n=2)
- It's too far to walk (n=2)



5. WALKING

5.3. WALKING INFRASTRUCTURE

Quality of Walking Infrastructure

Those respondents who walked were asked to rate the quality of walking infrastructure (such as footpaths and shared paths) using a 5-point (very good to very poor) scale. Results have been broken up by both their local area, and the Bathurst CBD.

Figure 7 Quality of walking infrastructure

Q8 How would you rate the quality of walking infrastructure such as footpaths and shared paths in your local area? Is it..? **9** And in the Bathurst CBD?

Base: Walked in the past three months (n=355)

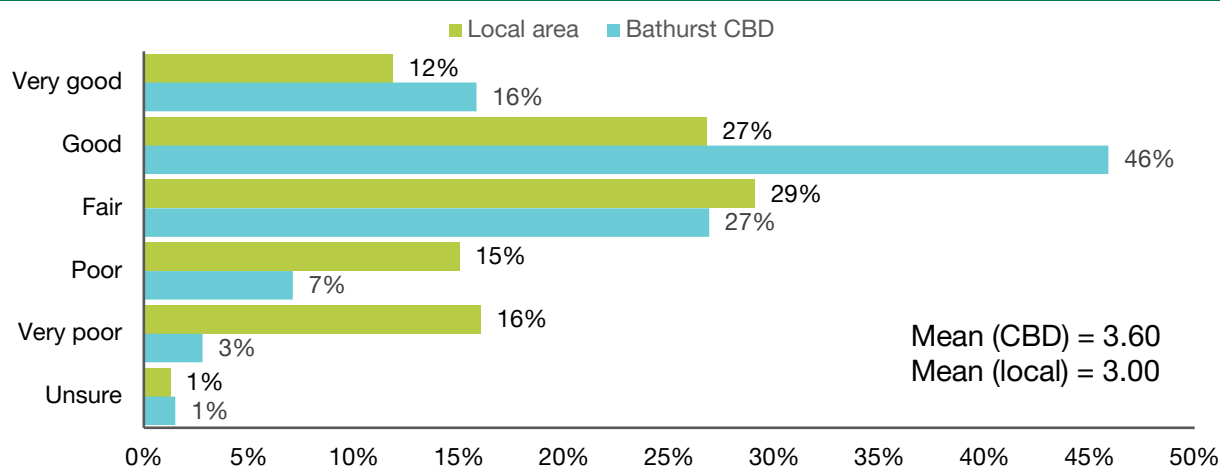


Table 9 Quality of walking infrastructure – Subgroups

LOCAL AREA	GENDER		AGE				OTHER		
	M	F	18-39	40-54	55-69	70+	BATH.	KELSO	OTHER
Very good	14%	10%	6%	15%	16%	17%	10%	9%	14%
Good	27%	27%	25%	28%	26%	31%	35%	20%	27%
Fair	30%	28%	32%	35%	24%	17%	28%	34%	30%
Poor	14%	16%	17%	9%	13%	20%	12%	19%	14%
Very poor	13%	19%	20%	10%	18%	13%	14%	19%	13%
Unsure	1%	1%	0%	2%	2%	2%	1%	0%	1%
BATHURST CBD	GENDER		AGE				OTHER		
	M	F	18-39	40-54	55-69	70+	BATH.	KELSO	OTHER
Very good	18%	14%	13%	21%	13%	19%	11%	15%	18%
Good	45%	46%	43%	47%	47%	50%	52%	44%	45%
Fair	26%	28%	30%	27%	24%	21%	27%	30%	26%
Poor	7%	7%	7%	3%	11%	6%	5%	6%	7%
Very poor	2%	3%	5%	1%	2%	2%	3%	2%	2%
Unsure	2%	1%	1%	1%	3%	1%	2%	2%	2%

This suggests that respondents were relatively satisfied with CBD infrastructure (62% rating it as “good” or “very good”) but not so enthusiastic about facilities in their local area (39% good or very good. Results were largely consistent by age, gender and place of residence.

5. WALKING



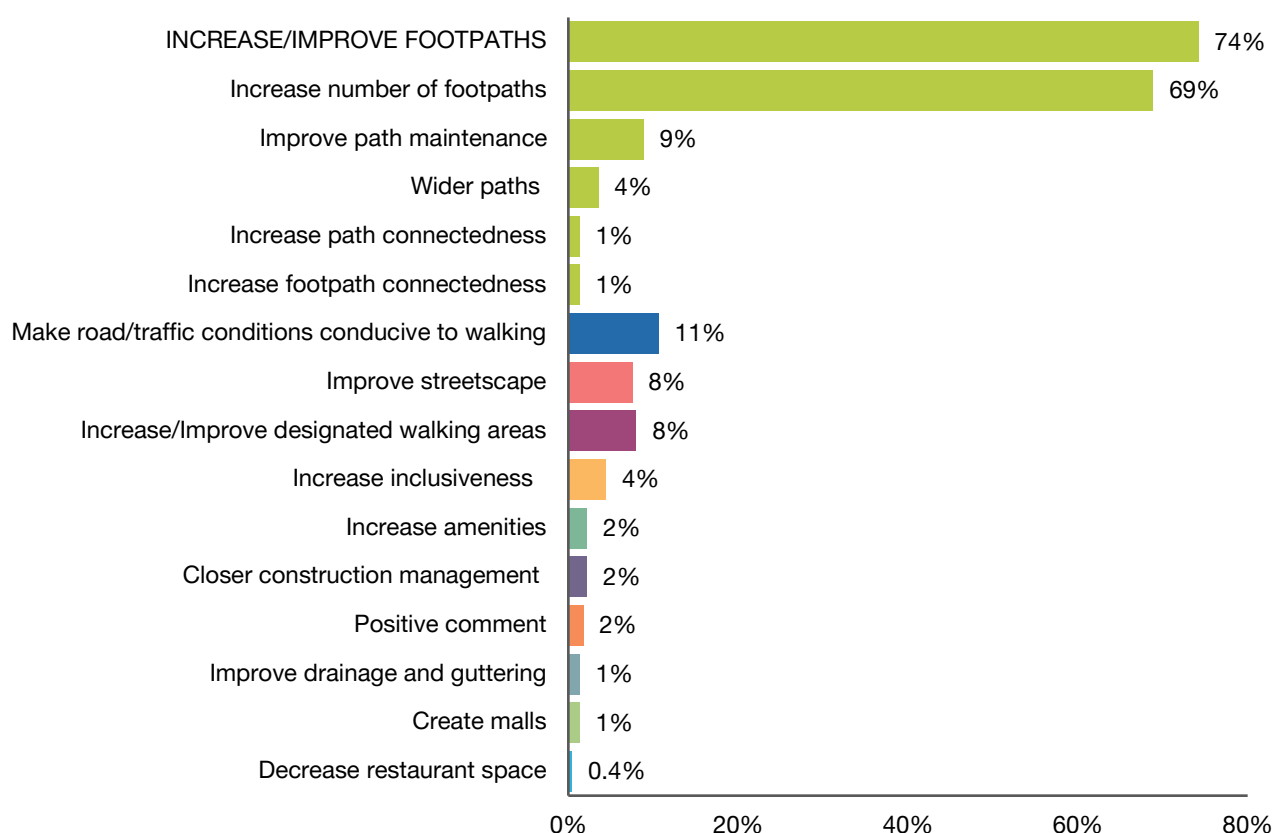
Improvements to Walking Infrastructure in the Bathurst Region

Those respondents who walked were asked (in an unprompted question) if they had any suggestions on how Council could improve the quality of walking infrastructure in the region. For the 225 who provided ideas, their ideas have been coded into themes, as shown in **Figure 8**, below:

Figure 8 Improvements to walking infrastructure in the Bathurst Region

Q10 Do you have any ideas on how Bathurst Regional Council could improve the quality of walking infrastructure in the region?

Base: Provided a response (n=225)



The largest proportion suggested improved or increased footpaths (74%), which can be further broken down by increasing the number of footpaths (69%), improving footpath maintenance (9%) and building wider footpaths (4%). A few respondents also pointed to a need for improved footpath connectedness.

Other major themes included a need to make the region more pedestrian-friendly through more conducive road conditions, beautifying the streetscape, and improving designated walking areas (e.g. though improved signage).

The full list of (verbatim) comments is shown in Appendix 2 to this report.



5. WALKING

Impact of improved walking infrastructure on walking more often

Two-thirds of ALL survey respondents said they would be more likely to walk more often if walking infrastructure was improved.

Figure 9 Impact of improved infrastructure on walking more often

Q11 Would improved walking infrastructure in the Bathurst region make you more likely to walk more often?

Base: All respondents (n=360)

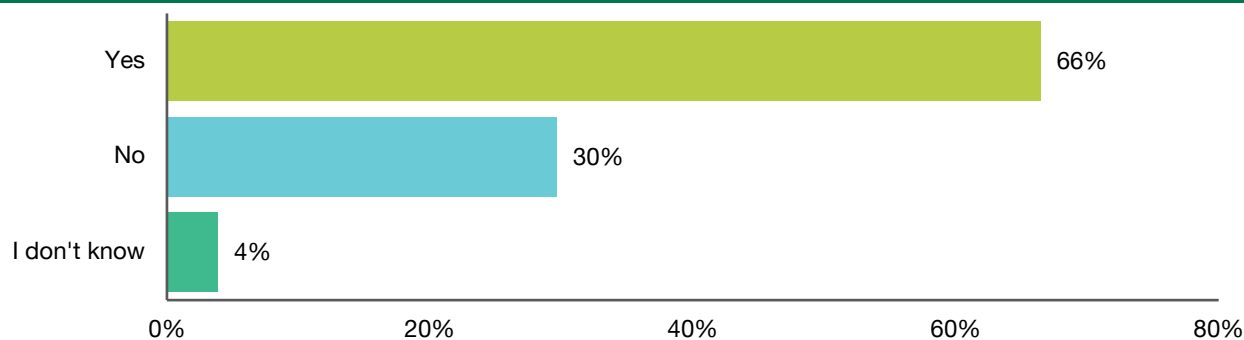


Table 10 Impact of improved infrastructure on walking more often – Subgroups

	GENDER		AGE				OTHER		
	M	F	18-39	40-54	55-69	70+	BATH.	KELSO	OTHER
Yes	67%	66%	77%	67%	59%	48%	70%	66%	63%
No	28%	31%	19%	30%	36%	47%	26%	31%	32%
I don't know	5%	3%	3%	3%	5%	5%	4%	2%	5%

Those most likely to agree were aged 18-39 (77%).



6. BICYCLE RIDING

This section of the report covers bicycle riding. It includes riding behaviour, attitudes towards riding and perceptions of infrastructure for bicycle riding in the Bathurst Region. This section was asked to the 40% of respondents that cycled at least once in the past three months.

6.1. BICYCLE RIDING BEHAVIOUR

Time Spent Bicycle Riding in the Past Month

Respondents were asked to provide an estimate for the total time in hours spent riding their bicycle in the past month. This was an open-ended response. Estimates provided were then allocated into categories (see **Figure 10**).

Figure 10 Time spent bicycle riding in the past month

Q12 What is your best estimate for the total time in hours you have spent riding a bike in the past month?

Base: Rode a bicycle in the past three months (n=141)

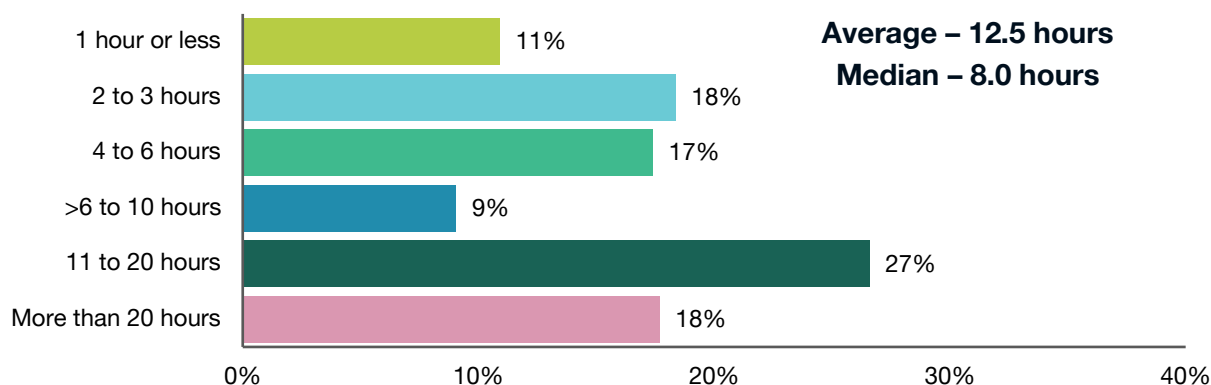


Table 11 Time spent bicycle riding in the past month – Subgroups

	GENDER		AGE			AREA		
	M	F	18-39	40-54	55+	BATH.	KELSO	OTHER
1 hour or less	8%	15%	12%	9%	9%	12%	10%	10%
2 to 3 hours	27%	4%	24%	28%	2%	15%	17%	22%
4 to 6 hours	13%	24%	23%	21%	7%	19%	17%	17%
>6 to 10 hours	5%	17%	5%	12%	12%	9%	10%	9%
11 to 20 hours	30%	21%	28%	12%	36%	34%	31%	19%
More than 20 hours	17%	20%	7%	19%	33%	11%	16%	24%
AVERAGE (HRS)	12.9	12.2	8.8	10.7	19.7	11.3	13.5	12.9

Almost half the bicycle riders (45%) estimated they had ridden more than ten hours in the previous month. However, a further 29% said they had ridden three hours or less.

While results were largely consistent by age, gender and place of residence, older bicycle riders did seem to be cycling longer (19.7 hours average, vs. 9-10 hours for other age groups.)



6. BICYCLE RIDING

Purpose for Travelling by Bicycle Riding

Bicycle riders were then asked their major purposes for cycling – noting they could nominate as many categories as they liked:

Figure 11: Purposes of cycling

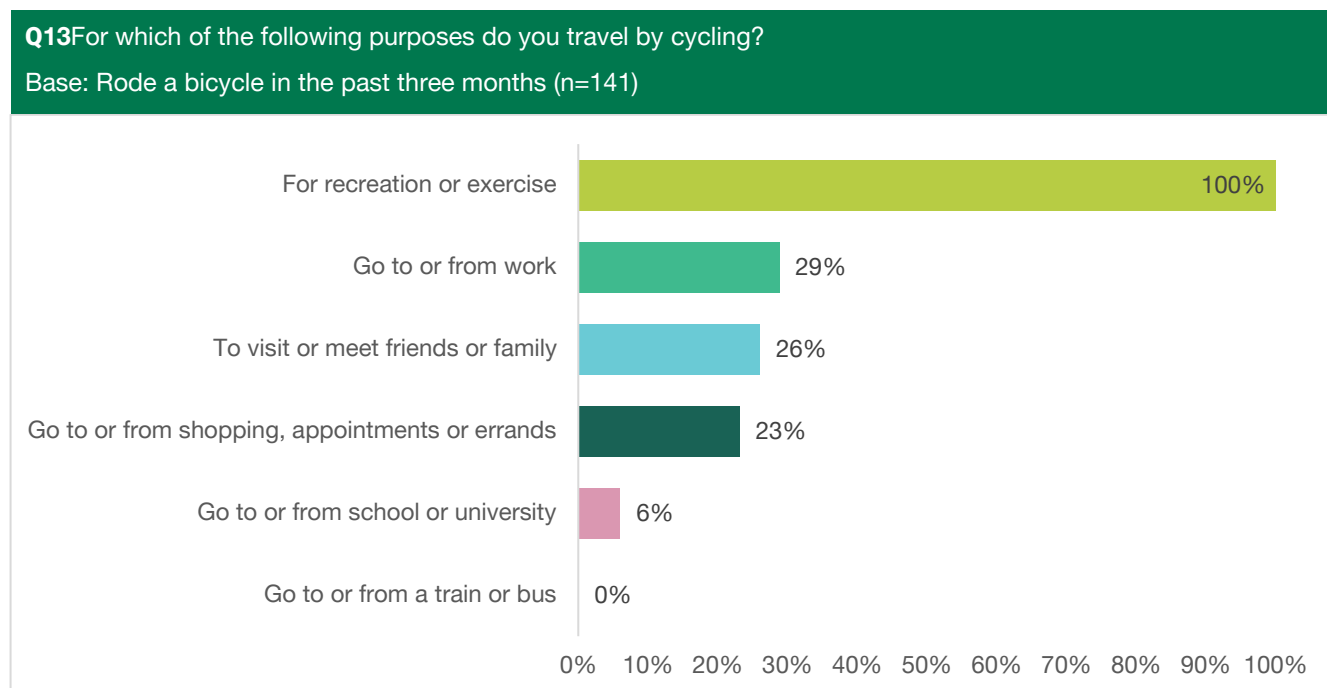


Table 12: Purposes of cycling – subgroups

	GENDER		AGE			BATH.	AREA	
	M	F	18-39	40-54	55+		KELSO	OTHER
Recreation or exercise	100%	100%	100%	100%	100%	100%	100%	100%
Go to or from work	33%	18%	37%	30%	16%	23%	17%	39%
Meet friends or family	31%	19%	27%	23%	29%	31%	30%	21%
Shopping, appointments	28%	15%	23%	23%	25%	23%	32%	18%
To or from school or uni	9%	2%	8%	5%	0%	19%	0%	0%
To or from a train or bus	0%	0%	0%	0%	0%	0%	0%	0%

While all bicycle-riding respondents said they cycled for recreation or exercise, far smaller proportions cycled for “functional” reasons such as shopping, visiting friends or commuting. (By functional we mean reasons for which transport such as a car would otherwise be used.)

While these groups were largely consistent by demographic, only Bathurst residents were cycling to or from school or university.



6. BICYCLE RIDING

Riding with Others

Results were evenly split when it came to whether bicycle riders rode alone or with others. While healthy from a social/mental health perspective, this re-enforces the reduced importance of “functional” cycling in the overall mix.

Figure 12 Riding with others

Q16 Do you usually ride by yourself or with others?

Base: Rode a bicycle in the past three months (n=141)

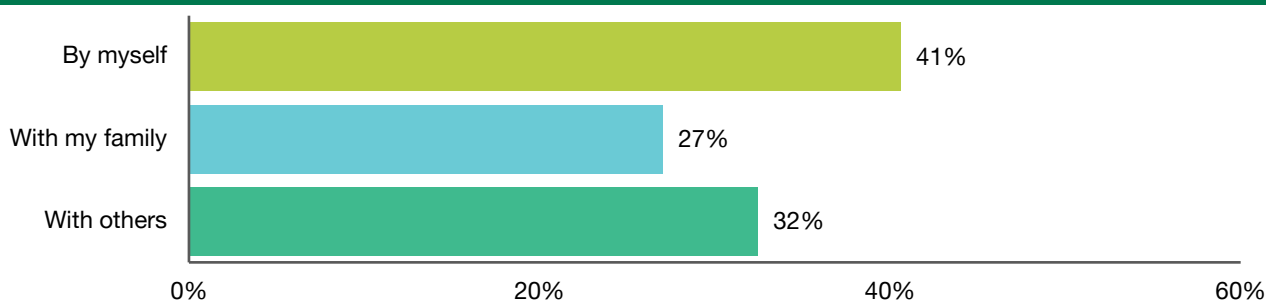


Table 13 Riding with others – Subgroups

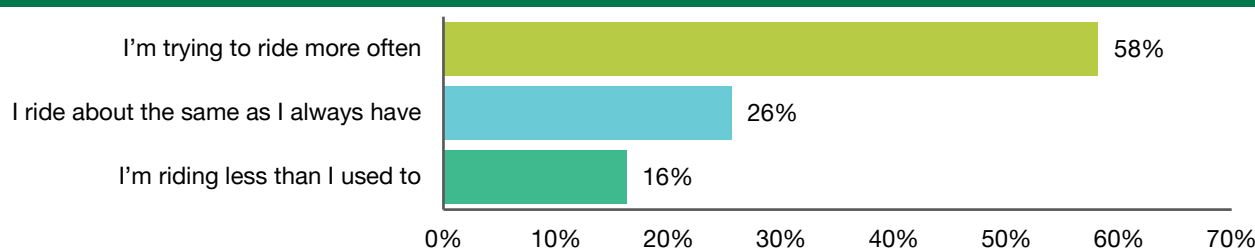
	GENDER		AGE			AREA		
	M	F	18-39	40-54	55+	BATH.	KELSO	OTHER
By myself	49%	26%	47%	37%	37%	49%	40%	49%
With my family	20%	38%	28%	42%	6%	29%	26%	20%
With others	31%	36%	24%	21%	57%	22%	35%	31%

6.2. ATTITUDE TO BICYCLE RIDING

Figure 13 Attitude to bicycle riding

Q15 Which of the following best describes your attitude to riding a bicycle?

Base: Rode a bicycle in the past three months (n=141)





6. BICYCLE RIDING

Table 14 Attitude to bicycle riding – Subgroups

	GENDER		AGE			AREA		
	M	F	18-39	40-54	55+	BATH.	KELSO	OTHER
I'm trying to ride more often	50%	73%	57%	63%	58%	56%	69%	54%
I ride about the same as I always have	31%	15%	18%	26%	33%	30%	23%	24%
I'm riding less than I used to	19%	12%	26%	12%	9%	14%	8%	23%

The majority of bicycle riders (58%) were keen to ride more often, and only 16% said they were riding less than they used to. These results were consistent by demographics.

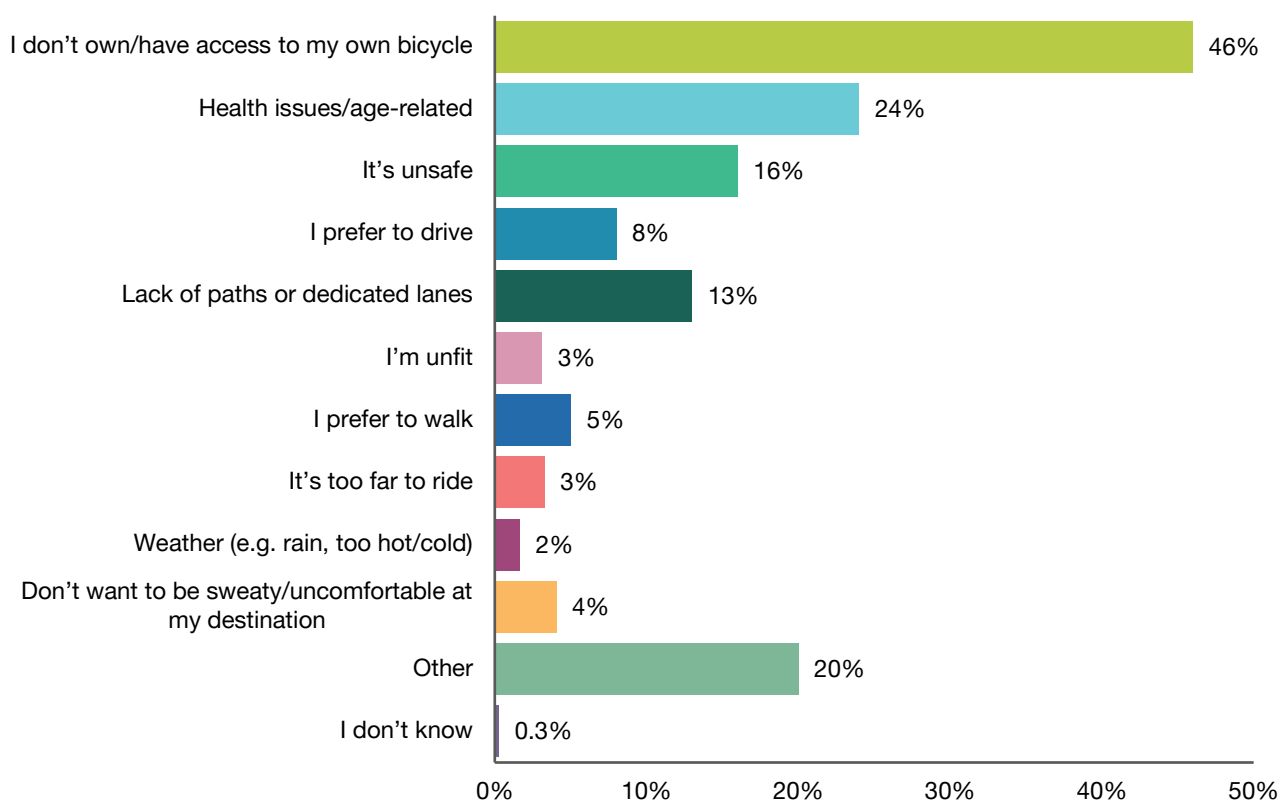
Reasons for not riding a bicycle in the past few months

Those respondents who had NOT ridden a bicycle for the past three months were asked why:

Figure 14 Reasons for not riding a bicycle in the past few months

Q21 You said you haven't travelled by riding a bicycle in the past few months or at all. What were the main reasons why?

Base: Have not rode a bicycle in the past three months (n=219)





6. BICYCLE RIDING

While the majority cited not owning a bicycle or health-related issues, 16% said it was because they felt it was unsafe, and 13% cited lack of bike paths or dedicated cycle lanes.

“Other” comprised a wider range of responses, the major ones comprising “too busy”, “children too young” and “too hilly”.

6.3. RIDING ON-ROAD OR OFF-ROAD

We were also interested in whether bicycle riders preferred on roads or bike paths/cycleways – as infrastructure requirements are quite different for each group.

Figure 15 Riding on or off-road

Q17 Do you prefer to ride on the road or off the road on paths or cycle ways?

Base: Rode a bicycle in the past three months (n=141)

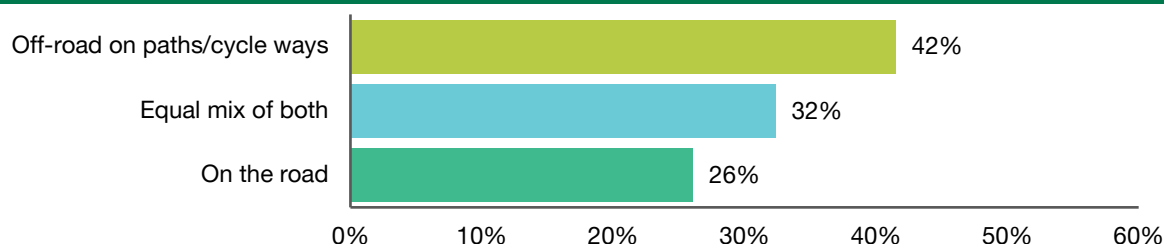


Table 15 Riding on or off-road – Subgroups

	GENDER		AGE			AREA		
	M	F	18-39	40-54	55+	BATH.	KELSO	OTHER
Off-road on paths/cycle ways	43%	37%	39%	51%	31%	41%	45%	40%
Equal mix of both	31%	36%	43%	19%	33%	30%	25%	38%
On the road	26%	27%	18%	30%	36%	28%	29%	23%

The majority clearly preferred riding on paths and cycleways, while only 26% of cycling respondents said they would rather ride on the road. These figures were consistent by age, gender and place of residence.



6. BICYCLE RIDING

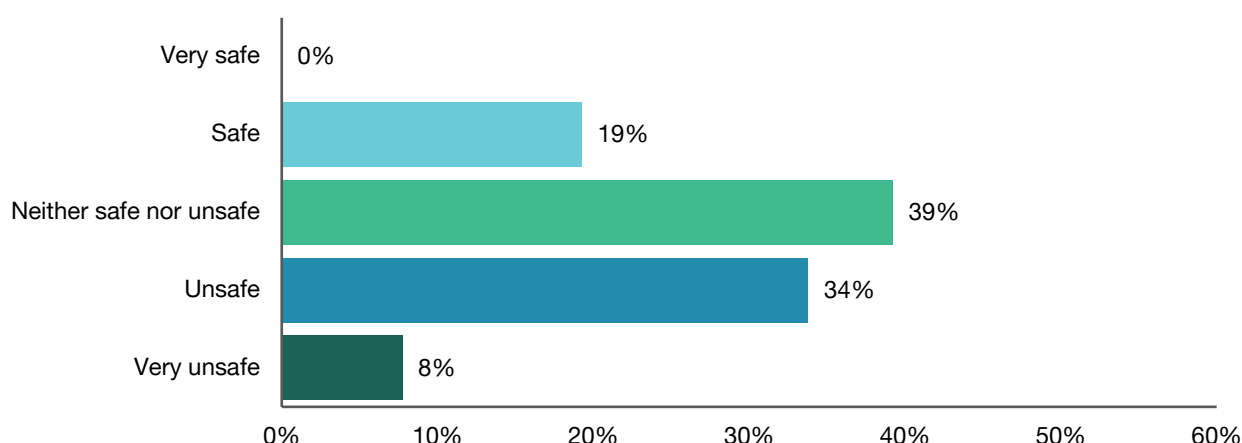
Safety When Riding on the Road

Of those who preferred to ride on roads (or equally with paths), only 19% felt safe riding on roads in the Bathurst region. This compares with 42% feeling unsafe. (N.B. The sample size for this question is too small to allow for analysis at the demographic level.)

Figure 16 Feeling of safety when riding on the road in the Bathurst Region

Q18 How would you rate your feeling of safety when riding on the road in the Bathurst region? Is it..

Base: Prefer to ride on the road or an equal mix of both (n=82)



Reasons for feeling unsafe

Those (34 respondents) who felt local roads were unsafe for bicycle riders were then asked (in an open-ended follow-up question) why they felt this was the case. The following verbatim responses are indicative of the vast majority of respondents to this question:

- Traffic too fast. Inconsiderate drivers. Roundabouts unsafe for cyclists.
- There's no shoulder to ride in on most roads and cars drive so close to you
- There are no bike lanes and in rural areas the roads are quite narrow and rough
- Roundabouts are very dangerous indeed for cyclists. Many I know have been hit by cars and injured. There is a real lack of safe routes across town for cyclists.
- Road surfaces are a problem with many potholes that can cause accidents
- Motorists hate cyclists and abuse them, throw items from their cars at them. I have been covered in strawberry milk thrown from a car, Motorists travelling at 100km/hr brush past your elbow not 1.5m.
- Edge of road is usually very dirty, potholes, sharp objects. Much rougher than on the road.
- Bathurst is known to be very hesitant to identify cycling lanes or priority cycling areas with cycling symbols. It is more likely to use No Cycling Signs than similar councils – which of course drives the opinion in the general community that cyclists don't belong in Bathurst.



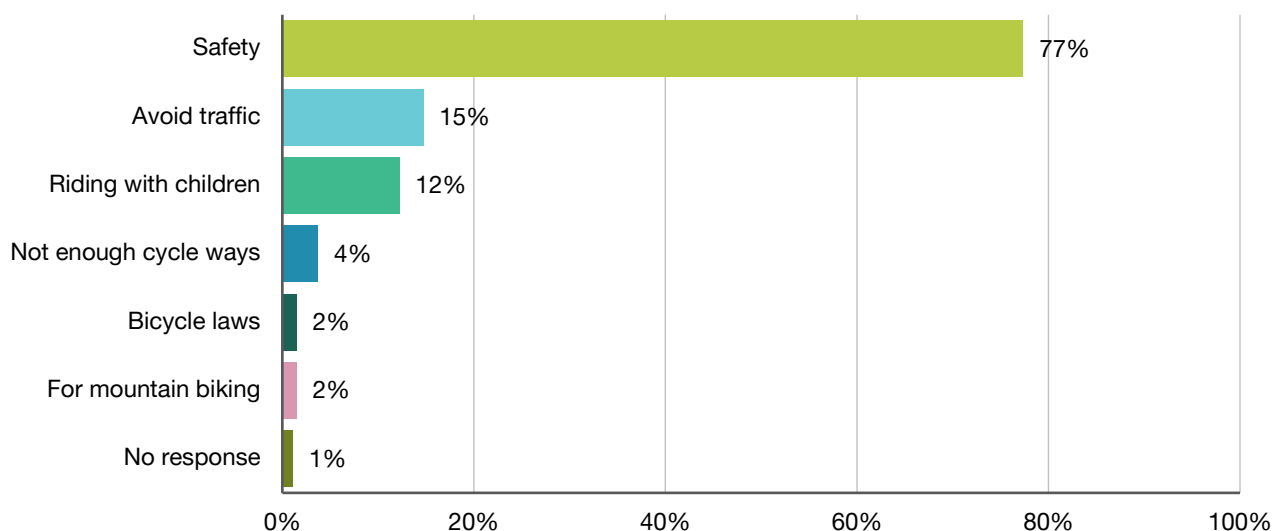
6. BICYCLE RIDING

Meanwhile those (58 respondents) who preferred riding off-road on paths or cycleways cited safety as the overwhelming reason for this choice. (Again, the sample size for this question is too small to allow for analysis at the demographic level.)

Figure 17 Reason for preferring to ride off-road on paths/cycle ways

Q20 What is the main reason you prefer to ride off-road on paths or cycle ways?

Base: Prefer to ride off-road on paths/cycle ways (n=58)



(Continued next page...)



6. BICYCLE RIDING

6.4. BICYCLE RIDING INFRASTRUCTURE

Quality of Infrastructure for Riding a Bicycle

Opinion was much more negative in relation to bicycle-related infrastructure (**Figure 18**) than it has been about walking infrastructure (**Figure 7**). And whereas respondents felt facilities in the CBD were superior to those in their local area, in this case that was reversed. Given that infrastructure is actually likely to be better in the CBD, this suggests that the responses here relate more to cyclists' expectations - i.e. they believe CBD facilities are not as good as they could/should be.

Figure 18 Quality of infrastructure for riding a bicycle

Q22 How would you rate the quality of infrastructure for riding a bicycle in your local area? Is it..?
Q23 And in the Bathurst CBD?

Base: Rode a bicycle in the past three months (n=141)

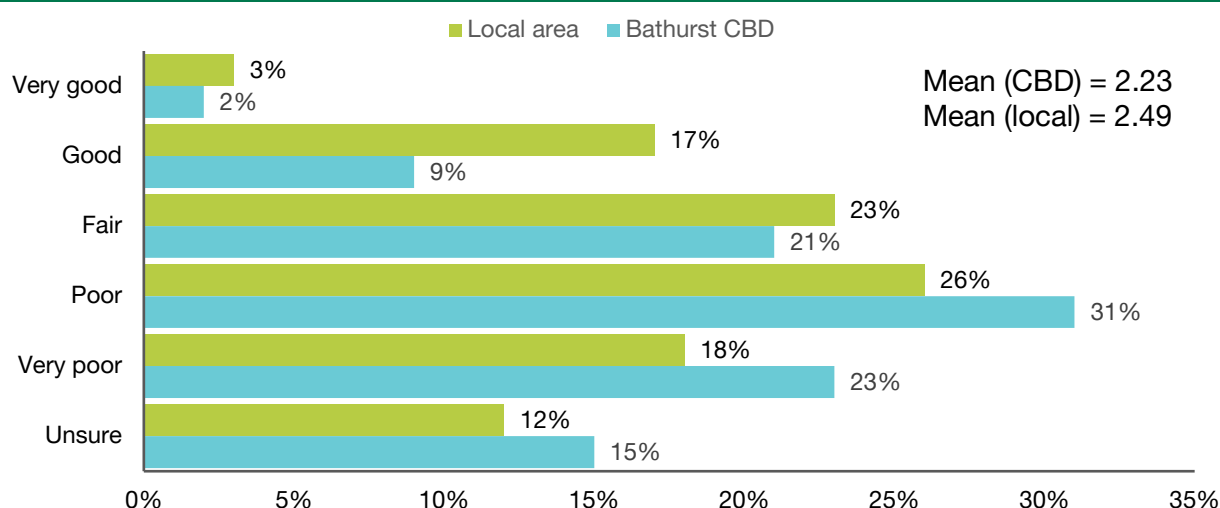


Table 16 Quality of infrastructure for riding a bicycle – Subgroups

LOCAL AREA	GENDER		AGE			AREA		
	M	F	18-39	40-54	55+	BATH.	KELSO	OTHER
Very good	5%	2%	2%	2%	6%	3%	2%	4%
Good	21%	13%	14%	19%	19%	16%	14%	19%
Fair	24%	23%	23%	23%	23%	19%	29%	25%
Poor	23%	29%	30%	27%	22%	29%	25%	25%
Very poor	17%	19%	21%	15%	17%	16%	26%	16%
Unsure	10%	15%	11%	15%	13%	18%	4%	11%
BATHURST CBD	GENDER		AGE			AREA		
	M	F	18-39	40-54	55+	BATH.	KELSO	OTHER
Very good	3%	0%	2%	1%	2%	2%	0%	2%
Good	9%	10%	6%	11%	11%	8%	12%	10%
Fair	23%	19%	16%	21%	25%	23%	18%	20%
Poor	29%	33%	33%	31%	28%	23%	39%	34%
Very poor	25%	21%	32%	20%	16%	26%	23%	20%
Unsure	11%	18%	11%	16%	18%	17%	9%	14%



6. BICYCLE RIDING

Improvements to Bicycle Riding Infrastructure

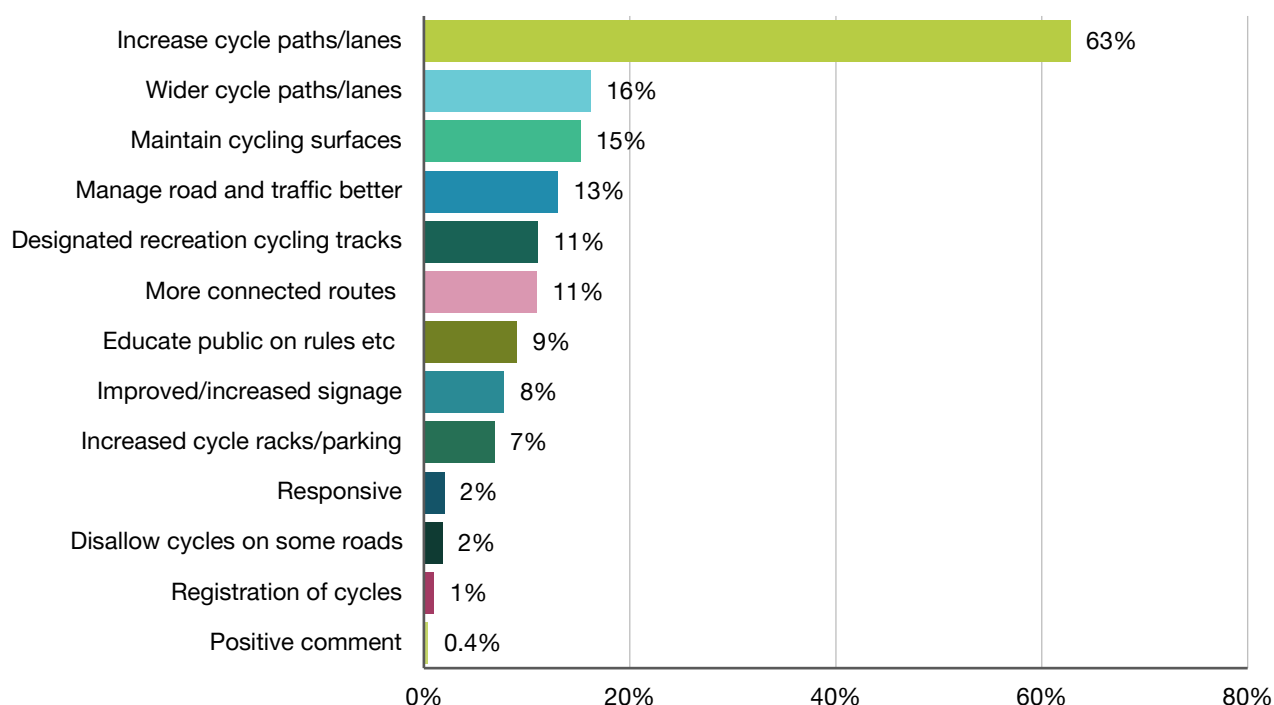
Unsurprisingly bicycle riders focussed on having more (63%) and wider (16%) bike paths. Other popular suggestions included better maintenance of cycling surfaces, better traffic management and designated recreational cycling tracks and more connected cycling routes.

Some also felt Council should conduct education on road usage, and/or provide improved signage for motorists and/or cyclists.

Figure 19 Improvements to riding infrastructure in the Bathurst Region

Q10 Do you have any ideas on how Bathurst Regional Council could improve the quality of walking infrastructure in the region?

Base: Provided a response (n=225)



(Continued next page...)



6. BICYCLE RIDING

Impact of improved riding infrastructure on riding more often

Finally in this section, all respondents were asked whether improved cycling infrastructure would encourage them to ride more often. Slightly over half answered in the affirmative.

This included 87% of cyclists against just 27% of non-cyclists. That suggests that improvements to infrastructure, signage etc are likely to have a bigger impact on increasing riding time among existing cyclists than in encouraging non-cyclists to begin riding – at least initially.

Figure 20 Impact of riding infrastructure on riding more often

Q25 Would improved infrastructure for riding in the Bathurst region make you more likely to ride more often?

Base: All respondents (n=360)

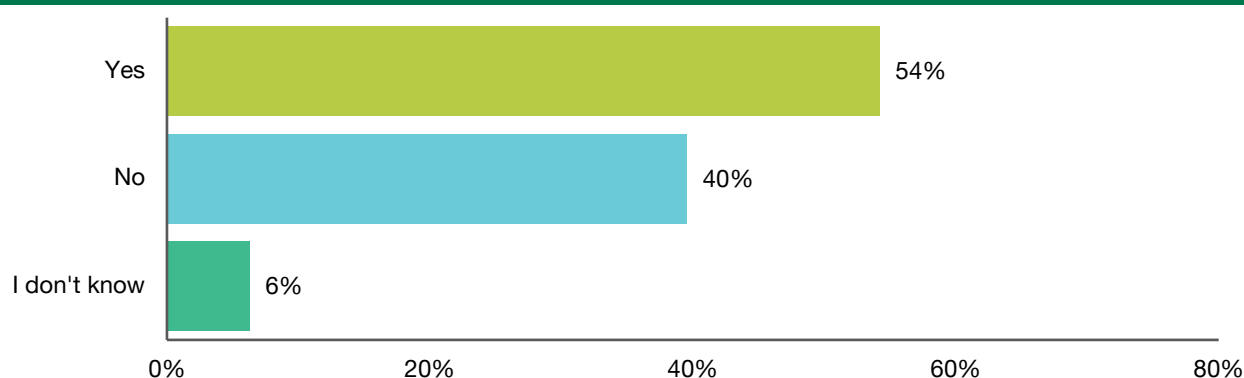


Table 17 Impact of riding infrastructure on riding more often

	GENDER		AGE			AREA		
	M	F	18-39	40-54	55+	BATH.	KELSO	OTHER
Yes	61%	47%	66%	56%	40%	56%	60%	50%
No	32%	47%	23%	40%	58%	38%	39%	41%
I don't know	7%	6%	11%	4%	3%	6%	1%	9%

7. E-BIKES & SCOOTERS



7.1. ATTITUDE TO E-BIKE & SCOOTER RIDING

As only 7% of respondents had ridden an e-bicycle in the previous year (and just 4% within the past 3 months), most of the questions designed for this section of the survey could not be asked.

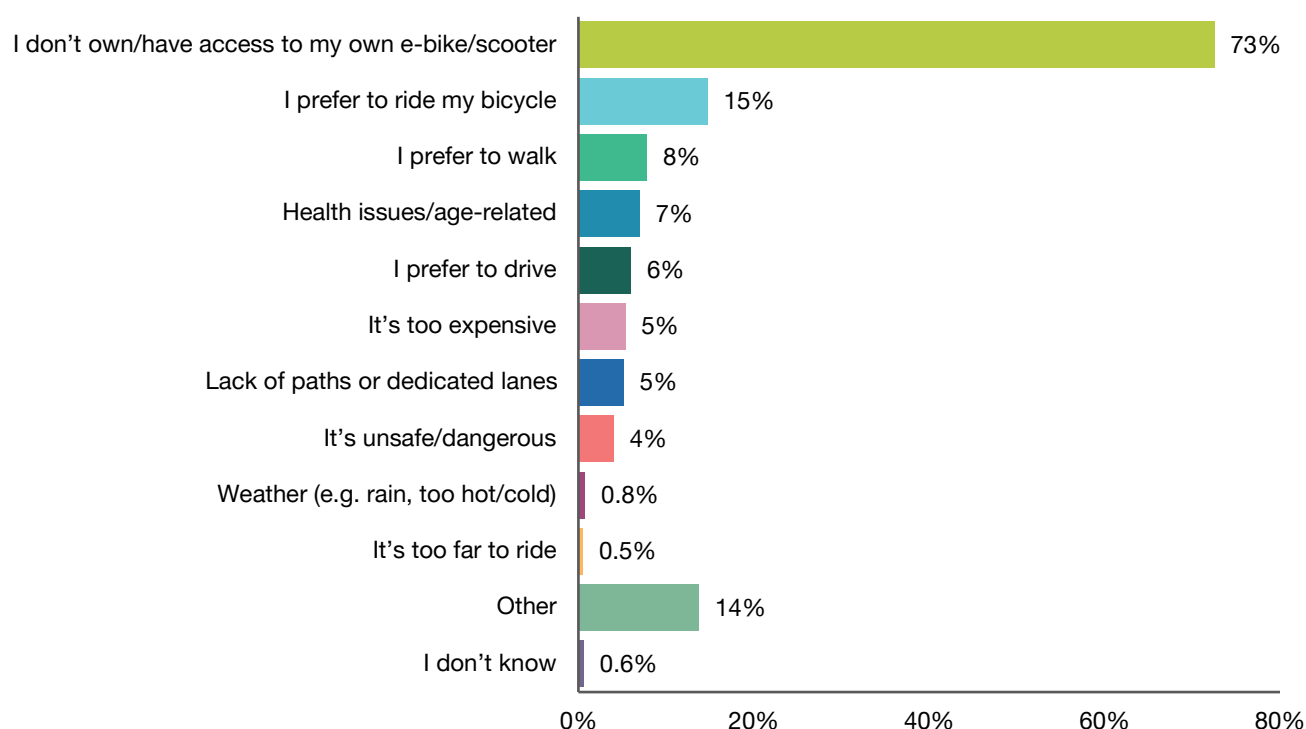
Reasons for not riding an e-bike or scooter in the past few months

However, we did ask all non-e-bicycle riders why they had not ridden one in the previous three months. Predictably the main reason (73%) was that they didn't own one. However, a further 15% said they preferred riding a bicycle.

Figure 21 Reasons for not riding an e-bike or scooter in the past few months

Q21 You said you haven't travelled by riding an e-bicycle in the past few months or at all. What were the main reasons why?

Base: Have not rode a bicycle in the past three months (n=345)





8. WORKSHOP FINDINGS

In addition to the quantitative (telephone and online survey) component of the research, BRC commissioned three workshops to understand the active transport needs and priorities of key stakeholders. One group consisted of local and state government representatives, while the other two comprised delegates representing a wide range of community, business, sporting/leisure and access interests.

The groups were held on November 23rd and 24th at the Bathurst Entertainment Centre, with 37 participants attending in total. (A full list of participants is shown in Appendix 3 to this report.)

Participants were reminded at the outset that the discussion should not be limited to the Bathurst CBD or suburbs but should cover needs of users and potential users across the entire Bathurst region.

The major discussion points covered in this section of the report are:

1. A SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis of active transport facilities and services in the Bathurst region
2. Discussion on how the Bathurst region's transport landscape is likely to change in the coming decade; and
3. Ideas for Council consideration in making the Bathurst region safer for and more accessible to active transport users

Note that some/many of the ideas presented may be too impractical to warrant further attention. And hence the outcomes from these workshops were NOT designed to represent a strategy framework for Council.

Instead, the community input leading to these outcomes is designed to provide a starting point for the development of an integrated active transport strategy, and a summation of ideas which may (selectively) feed into this strategy.

It is also important to emphasise that not all stakeholders agreed on all ideas presented. In particular, there was a clear delineation in priorities between the business community – which is mostly protective of easy vehicular access and parking within the Bathurst CBD – and active transport advocates keen to make the CBD more accessible to pedestrians, bicycle riders and users of other mobility devices.

While this report makes no comment on the relative merits of each case, the potential for conflict between these groups needs to be acknowledged and addressed in order to create an integrated strategy accommodating *all* transport user groups.

This report has not attempted to prioritise issues or ideas by importance or urgency, as we deem this a matter for Council in development of the Active Transport Strategy.

Finally, it should be noted that due to sound quality issues during Group 3 (the government stakeholder group) the quotes which accompany each section come from groups 1 and 2 only.



8. WORKSHOP FINDINGS

8.1. SWOT ANALYSIS

A major component of the workshops was compiling a list of the major strengths, weaknesses, opportunities and threats around active transport facilities and services in the Bathurst region. While all four lists were predictably large and diverse, a number of themes emerged in each case. These are listed below, together with other ideas that elicited approval or further discussion from other stakeholders.

Strengths

Major strengths raised were the city's existing grid of wide streets, some existing bike paths and shared pathways, and other existing cycling infrastructure (e.g. Velodrome and BMX track). However, there was debate about how cyclist-friendly local motorists were, and the safety of cycling on country roads.

Table 18 Perceived strengths

MAJOR THEMES	OTHER IDEAS WORTHY OF DISCUSSION
Existing bike path network (e.g. Simplot to Eglington, Kelso to Bathurst)	Walking path around river
Some shared footpaths/cycleways	Centre Square (pedestrian-friendly)
City layout/Wide streets	How to leverage existing cycling events
Mount Panorama	Regional bike route map (though not well known)
Strong cycling and access groups/advocates	
Some regional roads suitable for cyclists (e.g. Vale Rd, Limekilns Rd, Yaris Lane)	
Cyclist-friendly culture (though disputed by some)	
Velodrome, BMX track and skate park	
BRC's reputation as a cycling tourism destination (though disputed by some, while others felt the reality didn't always live up to the promise)	

Relevant Quotes

- "There is quite a good, well-constructed cycle path that's a good example of how it should be done between Kelso and Bathurst."
- "All the (public transport) buses are a hundred percent accessible."
- "The shared paths are heavily used."
- "There's some really good regional maps of suitable bike routes."
- "From a recreational cyclist point of view, there's some very good regional roads that are excellent cycle routes."
- "The walkway around Mount Panorama has some positives to it."



8. WORKSHOP FINDINGS

- “Those new paths that they have put in, through Kelso and the one all the way out to Eglinton and out to [Ophir Road] are nice, wide paths, so they can be shared quite easily.”
- “Around the river, there's beautiful walkways.”
- “I actually think the fact that we have one central CBD is a strength, because all roads lead to Rome. It's a central point where we can focus all of our efforts as opposed to many satellites.”
- “Two points that I think we're overlooking from a transport point of view. I think the Mount Panorama, our racing precinct, is a strength. It's an opportunity as well. I would also say Bathurst Regional Council's Airport at Raglan is a strength, and it's also an opportunity from a transport point of view, especially with the new Western Sydney Airport coming online.”
- “I travel and take my bike a fair bit and I know we may have some uneducated road users, but I think collectively we are more educated than some other regional areas that I go to.”

Weaknesses

The major themes in regards to weaknesses was insufficient bike or shared paths, poor signage for bicycle riders, lack of connectivity between existing bike paths, a lack of commitment to enforcing planning standards for footpaths in new developments/sub-divisions, and a car-centric culture – especially in the CBD and at roundabouts.

Table 19 Perceived weaknesses

MAJOR THEMES	OTHER IDEAS WORTHY OF DISCUSSION
Not enough bike paths – both highway and other	Cycling and pedestrian linkages to/from new sub-divisions
Lack of linkages between bike paths and share paths	Lack of connectivity to schools, sports grounds etc
Lack of footpaths (and commitment to footpaths) in new estates – delivery doesn't always match up with planning standards	Lack of disability parking spaces in CBD
No end-of-trip facilities for cyclists (storage, showers etc) -esp. in CBD	Poor lighting/wet weather cover in some CBD streets
Lack of signage for pedestrians and (esp.) cyclists	Timing and use of developer contributions
Car-centric culture	Insufficient coach/bus parking in CBD
Roundabouts – lack of signage on cyclist rights/protection	Conflict in priorities between building new infrastructure and maintaining the old
Lack of cycling lanes in CBD (maybe restricted to certain streets)	Poor wheelchair access in CBD caused by old buildings/heritage issues
No cycle-safe footpaths for school children	Not enough mobility recharge stations in CBD
Lack of RMS guidelines/planning for cycling infrastructure	Lack of disability transport options, especially after hours.



8. WORKSHOP FINDINGS

Relevant Quotes

- “New subdivisions aren't required to have accessible footpaths on the main roads...To me, it should be the developer pays, not the rate payer down the track.”
- “When it comes to putting in foot paths, they should be part of the cost of the development, not to the rate payer to then go and retrofit where necessary. I think it doesn't just apply to Bathurst. Developers all over the place are cutting corners to make sure they get the most for their dollar out of the land they're developing.”
- “There's a lot of issues to do with roundabout safety...if you're on a cycleway, you've got to cross a main road and there's no particular structures or mechanism in place to do that.”
- “Tourist buses that do the loop of Bathurst aren't wheelchair accessible, which negates the \$8 billion disability tourism (sector).”
- “You go out to the new housing estates on the other side, the river there. Even the new ones behind Kelso...The roads are a lot narrower but there's no infrastructure. No footpaths, no cycle paths. Nowhere for pedestrians to go except on the road. It's quite dangerous.”
- “I think one of the greatest negatives is when you look at the 2011 plan and the footpaths that are marked in, that are to be done, and then you read all the budgetary figures in that plan, it's essential. The greatest negative is the Councillors don't supply the budget to the council staff to do the work as per that plan.”
- “You're encouraging cyclists to come into the city and use the cafes, et cetera. There's no parking for cyclists that is safe.”
- “A big negative I think around town is a lot of the old buildings that do have steps that people with disabilities or in wheelchairs, the access.”
- “Once you get out of town, I'm not sure whose responsibility it is, but I think there needs to be a lot more signs to alert cars that there are cyclists who use all the roads around about just about every direction.”
- “That's the lack of connectivity issue I raise, but it's much, much greater than just physical connectivity. It's also signage, mapping and figuring out how to get over various hazards, such as highways and roundabouts. I've mentioned traffic lights, anyone who's in a scooter or on a cycle or any sort of active transport has hundreds of issues getting around this town.”
- “Some of our pathways aren't wheelchair-friendly, not really. They technically are, you can get a wheelchair up there, but it's not fun and it's not easy. That can become stressful for our participants as well.”
- “Even though we have wide streets in Bathurst, within the CBD we have the Bathurst lanterns down the main street, which means effectively the main street, down the centre of those streets isn't really usable.”
- “Wouldn't it be wonderful if we actually could get our children safely on active transport to school and then after school to their sporting activity that they must do. And currently that's a weakness because we can't.”



8. WORKSHOP FINDINGS

Opportunities

Pleasingly there were more suggestions offered in this section than in any of the other three. The central theme of this discussion was engendering a cultural change throughout the Bathurst region to promote and celebrate bicycle riding as a key transport (i.e. not just active transport) means for residents and visitors alike.

Key planks in this were seen as initiatives such as the Laffing Waters development, an integrated and well-publicised 5- to 10-year plan of extending and linking bicycle and shared paths – especially those linking Bathurst CBD and university to nearby population centres, improving signage for bicycle riders, pedestrians and motorists (e.g. alerting to presence of cyclists at roundabouts and other “pinch points”), and developing/promoting country cycling routes – including those to neighbouring LGAs.

Table 20 Perceived opportunities

MAJOR THEMES	OTHER IDEAS WORTHY OF DISCUSSION
Ensuring Laffing Waters development becomes a showcase for active transport networks and possibilities	Use of railway easements
Bathurst to be seen as a regional leader in provision of active transport facilities, services and planning	Growing disability tourism
Improved (and then promoted) rail trails, walking trails and mountain-biking routes	Shared footpath/cycleway to Eglington, ideally incorporating river path
Community cultural change to prioritise/celebrate/promote active transport	A dedicated active transport planning department within Council
Leverage trend to “slow travel” and regional cycling routes – including linkage to existing Central West rail trail. Councils communicating and co-operating regularly to promote and extend tourist routes (e.g. Bathurst to Blayney)	Leverage community events into tourism events
Leverage State government “Everyone can play” guidelines and funding to help prioritise and fund active transport infrastructure	Better lighting and weather cover in CBD
Using existing network of cycling ambassadors to lobby different levels of government on active transport needs/priorities	Improved disability access and facilities (e.g. toilets, mobility scooter charging stations)
An integrated and publicised (5- 10-year) plan to extend and link existing bicycle paths and shared paths	



8. WORKSHOP FINDINGS

Relevant Quotes

- “My bent is to reduce the amount of vehicle traffic, as in motorised vehicle traffic, and increase the active transport opportunities within the town. And the connectivity of all of those existing facilities and future ones.”
- “We see this as a huge opportunity to build a long term plan for Bathurst. Which takes into account lots of stakeholders but is also reviewed over time....We're also working with the tourism side of council because we've got strong evidence that there's real money in this for Bathurst as a city, if we get this right.”
- “Signage is low hanging (fruit). And the second one on a different matter is the incredible opportunity for Bathurst in terms of cycle tourism, because we are so close to Sydney... this is an exceptional area to cycle in and we're close to Sydney and people coming for the weekend, they come and it doesn't cost very much because you just market the town, you don't have to build anything.”
- “Maybe an expansion of the access grants that are provided to local businesses as well. So just having greater discussions with local businesses about how they can improve access to their venue or to their shop.”
- “We don't know all kinds of transport there's going to be in 10-years time or, and so if we have a good plan and a flexible plan, then we can adapt to those new forms of transport and come along.”
- “If there's at least a one metre verge on each side of the road that is marked, it makes it much more accessible for cycle tourism. Now, it's not a lot to ask because a lot of the roads around here do have that, but there are many roads that don't, and the roads that don't are particularly dangerous because often you're falling off into the gravel and onto the rough.”
- “An opportunity is to have just a greater community change. So a community acceptance of shared use active transport as a general principal.”
- “There's lots of regional centres having this conversation at the moment. So it's probably beholden on council or somebody to get some ideas from what else has been going places like, for example, Mudgee or down south, I know they've got...rail trails, but they're starting to develop back transport cycling strategies in other places. So probably there's a way of improving communication between different regional centres so that you can start to share ideas.”
- “In every regional community, the issue between car park versus cycleway is always a big issue...so let's get it out there and say, it can be done. This plan can be done where it's a win-win. Too often it's presented in our local media...as a win-lose situation, it's like a deficit model. It doesn't need to be.”
- “I guess you could say we have a good plan for a network of bike paths. There's a few (reasons) why that hasn't happened. But we certainly planned out, and because of the river and things like that, we have the potential to have a nice network and flow into town and things like that.”



8. WORKSHOP FINDINGS

- “We've been involved in the council's DIAP, the Disability Inclusion Action Plan, but I think those guidelines probably need to be more specific, and probably revised at least, to come up to standard for what is acceptable now. Because there are so many restaurants and buildings and whatnot that are generally redeveloped around town, (excluding) new developments. But it would be awesome if those were made up to a standard where they were accessible. So doorways are wide enough for a wheelchair (and) ramp access.”
- “I'm wondering if we had a dedicated recreational area that was all linked up, whether that gets more people interested in biking, where they can safely test the waters and have a go to start with?”
- “It's been quite a conservative approach that we don't put bike paths on levy banks, where there's such an opportunity here, because of the amount of levy banks, to put bike paths on (them)”
- “I think a huge opportunity is a path to Eglinton along the river. And to use the greenery that we have along the river, and the levy bank, to have the 10 or 15-kilometre path. Whether it's concrete or even gravel, it's a huge opportunity. If you wanted to go for a ride, you wouldn't be anywhere near a road.”
- “There is a big Central West trail now, which operates Mudgee to Dubbo, and Orange are really looking to tap into that. And to quite honest, we got more to offer than all those areas, but we just haven't got anything.”
- “E-bikes will have a huge growth over the next 10 years, and a lot of the groups I sit on and meet with, is that e-bike sales will be 30 to 40% of bike sales within 10, 15 years. And we've already seen that in Europe and technology's getting cheaper.”
- “I think council sometimes are thought leaders in this space because if you look at council here, it has been a leader in putting photovoltaic cells on a lot of council property to lower their electricity costs.”
- “If council was able to develop an integrated series of bike paths, the word would spread and people would start to use them. I believe that would be the case and I've seen that in other communities. The problem is, it's not like you're going to wake up tomorrow and the whole thing is going to be finished. It'll be finished in bits. When it's done, it will happen in bits and pieces. And then one day you'll wake up and it'll be done, but there'll be a lot of water under the bridge before that happens. So I think you're right in the sense that it will need an integrated strategy”

Threats

The main perceived threat was a lack of political will to prioritise active transport among other local government funding priorities. Allied to this, some delegates were concerned that Bathurst risked missing out on the boom in cycling tourism to other regions (understanding that improved infrastructure for tourists will also benefit and encourage locals.)



8. WORKSHOP FINDINGS

Table 21 Perceived threats

MAJOR THEMES	OTHER IDEAS WORTHY OF DISCUSSION
Ensure Bathurst doesn't lose out to other regions (for both tourists and other residents)	Growth in cars as population expands
No active transport "champions" among new Councillors means active transport not a political priority	3-storey CBD height limit impacts ability to increase urban residential density
Lack of funding	
Topography and weather provide some challenges to a year-round active transport culture	
Trying to retrofit footpaths into older developments (e.g. loss of verges)	
Lack of/diversion of developer contributions	

Relevant Quotes

- "Tourism sense of other neighbouring towns and cities are doing it much better than we are, so that is a threat."
- "(That) It's not an active transport plan, so it's formed and then it just becomes a document that's brought out on occasions for grants."
- "A lack of political support on all sorts of levels, but mostly local. And often that lack of political support is that they actively support the lobbyists against change."
- "Just the growth of cars. The biggest threat is riding on the road with cars."
- "We have a three-storey height limit in Bathurst and strict heritage rules...that's a natural impediment to increasing the (CBD) population."
- "Our temperatures are going to rise and Bathurst summers are getting longer and hotter. Those of us that drive cars just jump in and the air con immediately goes on. Will people be deterred from cycling and walking and jogging in increasingly hot weather in summer? And there has been a push in Bathurst to increase, particularly in the CBD, tree coverage, which we know can lower the temperature by five to 10 degrees, but the council seems to want to resist that."



8. WORKSHOP FINDINGS

8.2. BATHURST IN TEN YEARS

Given that many of the initiatives laid out in any active transport strategy are likely to be implemented within a five to ten year timeframe, it is obviously important to make some educated guesses on how different Bathurst may look in 2030 from a transport users' (or planners) perspective.

Workshop delegates were hence invited to consider how Bathurst's transport structure and travel patterns may change within the next ten years, and how this would impact the need for enhanced active transport facilities, services and promotion.

The major themes included the impact of an ageing population on the use of e-bikes/e-scooters and mobility scooters, the changing nature of CBDs (with a continuing move away from retail and towards services, culture, sport and/or entertainment), the rise of electric transport, possibly including driverless cars (which may in turn replace the 'one car per driver' model with an on-demand service and/or shared ownership), and the possible deployment of smaller, driverless electric buses to provide a regular service to suburbs and smaller communities – in turn making these areas more desirable to live.

Table 22 How Bathurst is likely to change within the next ten years

MAJOR THEMES	OTHER IDEAS WORTHY OF DISCUSSION
Ageing population, leading to rise in use of mobility-aided transport. More "visible" and active aged cohort demanding improved access	CBD to become a cultural hub
Growth in e-bikes and e-scooters – making active transport more accessible to more people	Covered and lit pedestrian routes connecting CBD
Growth in regional hubs, online shopping and home delivery – hence less need to visit CBD	On-demand transport (self-driving cars/taxis/buses?)
Growth in electric cars. Need for additional charging station. Possible threat to other road users due to reduced noise/awareness	Better connectivity within AT network. Integrated rather than fragmented/ad hoc
Possibility of smaller, driverless e-buses linking suburbs and smaller communities to CBD – in turn making these communities more attractive residential locations	Growth in remote work
Retail gradually replaced by services in CBD	More pressure to improve link roads
Growing population – leading to growth in retail and services in surrounding/satellite suburbs	Need for more disability parking

- "Looking at Bathurst as a region, some of our outlying villages are much more active places because we've cheap and effective, active transport. There's a lot of people, even if they're staying in Bathurst, visiting them on a day basis."
- "I think a futuristic Bathurst (would be) more designed around active participation rather than fossil fuel vehicles. And so you have to rethink how, how the CBD functions in that capacity."



8. WORKSHOP FINDINGS

- “I think in 10 years, we’ll have separated, active transport routes from cars, so we should be working towards that. Like designated active transport route are a separate entity to car spaces.”
- “Very little mention of what can we do to get the villages and the LGA as a whole working as one, I mean, I’d love to be able to get out to Rockley to the new pub that they’re going to develop out there, but how do you get there, unless you have your own transport? So there’s got to be some way to have some form of transport from the villages to Bathurst.”
- “I think transport in general is going to be a lot more silent. And a lot of cues come from sound when you’re in a mobility device or a bike, the noise of cars. And this is guess work, but the way it’s going with e-bikes, I say, and mobility, scooters a lot more individual electric transport devices.”
- “Because of the ageing population and the increase in number of people with disabilities, there’s a greater emphasis going to be placed on mobility aids.”
- “I’m pretty sure that we’ll see a huge growth in the population, especially now people from such places as Sydney moving to the central west, because as we’ve seen with COVID we can work remotely.”
- “I think on transport we’ve underestimated in the past what e-bikes and easy cycling (can do), so there will be an option for a lot of people. I think that can only grow. Electric cars as we know it may actually be electric e-bikes, electric scooters, electric personal transporters, electric smaller vehicles.”
- “The way that disability support is structured (now), people with a disability have choice and control over what they want to do. So they’re now more able to access the things that they want to do in the community. They’re encouraged to have goals and achieve them. So it’s become more and more prevalent now that, that’s the expectation within the community. They expect to be able to go to the pub, to a restaurant, down to the shops, they expect to be able to do all that and the infrastructure isn’t quite there to be able to achieve that just yet.”
- “My experience is, we’re starting to see more of a 24/7 economy. People don’t want to just operate 09:00 to 17:30 in particular with shift work and things like that.”
- “I imagine that the CBD will actually turn into more of a central cultural district. So there’ll be less business and more culture, more tourism, probably more residential and less business. Because...it’s cheaper to run a lot of businesses from home or online, whatever.”



8. WORKSHOP FINDINGS

8.3. “BEST” IDEAS

Each session concluded with delegates invited to list any ideas raised during the meeting which they felt deserved to be prioritised or fast-tracked.

It should be noted that not all ideas were universally supported. Nor have ideas listed in this section been further prioritised by importance and/or urgency. Finally, ideas raised may or may not be practical or even possible – they have merely been raised as initiatives of potential interest or worth by one or more stakeholders.

While the ideas listed below are extremely diverse, the key theme seems to be having a strategy that is ambitious, integrated and (subject to funding) timed. This strategy should then be widely publicised so that the community understands what is likely to come, and when. This should, in turn, position BRC as a future-focussed and progressive Council that is ahead of the curve in relation to fast-evolving transport and lifestyle changes - that will drive an uptake in active transport usage.

Table 23 “Best” ideas

MAJOR THEMES	OTHER IDEAS WORTHY OF DISCUSSION
Connecting schools and sporting facilities with communities – encouraging bike riding from an early age	Using Laffing Waters as a case study for effective active transport planning – will require a “whole of Council” approach
A “hub and spoke” system of pathways linking suburbs to CBD (and possibly in some cases each other)	A levy bank trail connecting Bathurst to Eglinton
Dedicated bike lanes in, out and around the CBD – likely using specific (and signposted) N-S and E-W streets within the central grid (but avoiding William Street?). And aligning these with end-of-trip facilities (as per point immediately below)	Don’t forget needs of pedestrians/runners or assume their interests always align with cyclists
End-of-trip facilities (storage, showers etc) – especially in Bathurst CBD	Wide shared pathways connecting all suburbs and new developments to CBD
Encouraging cycling and other active transport (AT) lobbyists to educate Councillors, identify one or more AT champions, and elevate AT as a funding priority	Identify initiatives that are quick and/or cheap to pilot
A publicised and timed strategy to extend and link existing bike or shared paths as funding becomes available	Changing roundabout rules or signage to make them more cyclist-friendly
Aligning planning standards and developer contributions to ensure footpaths or shared paths in all new residential developments	Secure bike parking options in CBD (bike parking stations?)
Establishment of an active transport planning department within broader urban planning	Increase productivity/usage of rail lines
Improved directional signage for bicycle riders and pedestrians and motorists	Simpler way of logging maintenance requests to AT infrastructure (maybe Snap Send Solve?)
Signage or other promotion (e.g. social media) to motorists alerting them to rights of bicycle riders on roads, at roundabouts etc. and required car/bicycle separation	Identify (say) 10 major blackspots for bicycle or pedestrian safety, and prioritise these for improvements and/or additional signage
Standard 1.5m width for footpaths and 2.5m for shared foot/bike paths	



8. WORKSHOP FINDINGS

Relevant Quotes

- “(We need to consider) the environmental considerations behind good active transport. Many people have made points about how beautiful it is to walk around the riverway, but if active transports can be well utilised and if it considers the environment well, and...what environmental upgrades are required to make those active transport routes more desirable. (This could include) planting trees, planting gardens, having park space, putting the new cycleways within existing parklands.”
- “I think we have to really work towards educating our elected representatives of the absolute fundamental importance of this plan. It really is central to Bathurst's future that we have this vision for transport, that's active transport, into the future. And that really means respecting our environment because it's going to be hotter and it's going to be drier in 10 years time, and we need to think about tree cover, shade, and active transport to try and preserve and sustain a good environment.”
- “I think from a planning perspective, if you use the example of roads, Bob talked about the new widening of the highway coming into Bathurst, including an extra lane for cyclists, should become standard. It shouldn't become as an add-on. And that way cyclists can use the road and be safer.”
- “I think the point that Tracy made about connecting the schools (to their residential communities) is a priority. I think that's going to reap long term dividends.”
- “We need footpaths in Bathurst, at least on every street on one side of the road. Because I'm sick and tired of walking on the road all the time when we go for walk. It's pathetic. We've been waiting 40 years for this. We'll probably be dead before anything will happen.”
- “And I think that's the big thing...that they do connect all the suburbs. As in West Bathurst to South Bathurst, to the new north side. There could be a whole circuit, and they do need to connect. (At the moment) it goes for a couple of kilometres and it's great, and then it just stops and that's when you end up on the road or there's nothing there.”
- “I really like Sharon's idea about increasing lighting and safety in the CBD as well, as well as undercover spaces between key areas, so between, say, shopping centres. I think that would make it far more accessible all year round, regardless of if we're in the middle of winter or not.”
- “I think providing an area for kids, children to learn to ride, for people who don't want to ride on the road, to go and ride on a one or two kilometre track that is situated just off the river in the CBD, so giving them the chance to get onto bikes.”
- “Dedicated bike lanes in and out the town. I think getting people in and out of the CBD on bikes safely.”

9. APPENDIX 1: SURVEY QUESTIONNAIRE

1. Introduction

Good afternoon/evening, my name is ... and I'm calling from Taverner Research on behalf of Bathurst Regional Council. Today we are conducting a survey about transport in your local area.

S1. I was hoping to speak to a permanent resident of the Bathurst Region over the age of 18. Is that you?

1. Yes
2. No [TARGET A RESPONDENT OLDER THAN 18. IF NOT AT HOME ARRANGE A CALLBACK]

S2. The survey will take about 15 minutes to complete, can we do it now?

1. Yes
2. No [IF NOT ARRANGE A CALLBACK]

Before we start, I have to inform you that my supervisor will record and monitor this call for quality control and training purposes.

3. Screener

First, we need to ask a few questions to make sure you qualify for an interview.

S3. Do you live in the Bathurst Regional Council area?

1. Yes
2. No [THANK & TERMINATE]

S4. Are you an employee or Councillor of Bathurst Regional Council?

1. Yes [THANK & TERMINATE]
2. No

S5. What is the name of the town or village you live in or closest to?

(If not on list, ask for the nearest town/area. If still not on list, terminate)

1. Abercrombie
2. Bathurst
3. Eglinton
4. Georges Plains
5. Gormans Hill
6. Hill End
7. Kelso
8. Llanarth
9. Peel



9. APPENDIX 1: SURVEY QUESTIONNAIRE

10. Perthville
11. Raglan
12. Robin Hill
13. Rockley
14. Sofala
15. South Bathurst
16. Sunny Corner
17. Trunkey Creek
18. West Bathurst
19. Wattle Flat
20. Windradyne
21. Yetholme
22. None of these [THANK & TERMINATE]

D1. Please stop me when I read out the age group you are in.

1. 18-24
2. 25-39
3. 40-54
4. 55-69
5. 70+
6. Prefer not to say

D2. Which gender do you identify with?

1. Male
2. Female
3. Non-binary
4. Prefer not to say



9. APPENDIX 1: SURVEY QUESTIONNAIRE

Transport Behaviour

Q1. When was the last time you travelled within the Bathurst region for any reason using the following modes of transport?

- A. Car as a driver
- B. Car as a passenger
- C. Walking
- D. Motorcycle
- E. Bicycle
- F. Bus
- G. Electronic scooter or e-bike, including mobility scooter

- 1. In the last 24 hours
- 2. In the last week
- 3. In the last two weeks
- 4. In the last month
- 5. In the last three months
- 6. In the last year
- 7. More than a year ago
- 8. Never
- 9. N/A

If Q1_3 & Q1_5 codes 6-9 thank & terminate

Drivers

(If Q1_1 = 1-4 ask Q1a)

Q1a. Thinking about when you drive, which of the following statements most closely resembles your views towards bicycle riders on the road? PROMPTED OPTIONS, SINGLE RESPONSE

- 1. I love the fact they're there, and there should be more of them
- 2. They are entitled to be there, and I am happy to allow for them
- 3. They're a bit of a nuisance, but I'm willing to allow for them
- 4. They're dangerous, and I don't like them being on roads



9. APPENDIX 1: SURVEY QUESTIONNAIRE

Walking

If Q1_3 codes 6-9 skip to Q7

Q2. In an average week, how frequently do you walk in public for longer than 10 minutes for any reason?

Interviewers: excludes time walked in the home or garden

1. Multiple times per day
2. Once a day
3. Once every 2-3 days
4. Once a week
5. Less than once a week

Q3. What is your best estimate for the total time in hours you have spent walking in public in the past week? (specify)

Interviewers: Record hours, not minutes (e.g. 0.5 hours not 30 minutes). Again, excludes time walked in the home or garden.

Q4. For which of the following purposes do you travel by walking? READ OUT ACCEPT MULTIPLES

1. Go to or from work
2. For recreation or exercise
3. Go to or from shopping, appointments or errands
4. To visit or meet friends or family
5. Go to or from a train or bus
6. Go to or from school or university

Q5. Was there any other purpose why you travel by walking? (specify)

Q6. Which of the following best describes your attitude to walking? READ OUT SINGLE RESPONSE

1. I'm trying to walk more often
2. I walk about the same as I always have
3. I'm walking less than I used to



9. APPENDIX 1: SURVEY QUESTIONNAIRE

If Q1_3 codes 6-9 ask Q7:

Q7. You said you haven't travelled by walking in the past few months or at all. What were the main reasons why? DO NOT AID ACCEPT MULTIPLES

1. Health issues/age-related
2. It's too far to walk
3. I prefer to drive/ride
4. I'm unfit
5. It's unsafe
6. Lack of footpaths
7. Don't want to be sweaty/uncomfortable at my destination
8. Weather (e.g. rain, too hot/cold)
9. Other (specify)
10. I don't know

Q7a (Ask if Q7=5) Can you just briefly explain why you feel or might feel unsafe walking? (Open answer)

Ask all Q8-11

Q8. How would you rate the quality of walking infrastructure such as footpaths and shared paths in your local area? Is it..? READ OUT

1. Very good
2. Good
3. Fair
4. Poor
5. Very poor
6. Unsure

Q9. And in the Bathurst CBD? DO NOT AID

1. Very good
2. Good
3. Fair
4. Poor
5. Very poor
6. Unsure



9. APPENDIX 1: SURVEY QUESTIONNAIRE

Q10. Do you have any ideas on how Bathurst Regional Council could improve the quality of walking infrastructure in the region?

1. No
2. Yes (please specify)

Q11. Would improved walking infrastructure in the Bathurst region make you more likely to walk more often?

1. Yes
2. No
3. I don't know

Bicycle Riding

If Q1_5 codes 6-9 skip to Q21

Q11a. On average, how frequently do you ride a bicycle for any reason?

1. Once a day
2. A few times a week
3. Once a week
4. Once every couple of weeks
5. Once a month
6. Less than once a month

Q12. What is your best estimate for the total time in hours you have spent riding a bike in the past month? (specify)

Interviewers: Record hours, not minutes (e.g. 0.5 hours not 30 minutes)

**Q13. For which of the following purposes do you travel by riding a bicycle? READ OUT
ACCEPT MULTIPLES**

1. Go to or from work
2. For recreation or exercise
3. Go to or from shopping, appointments or errands
4. To visit or meet friends or family
5. Go to or from a train or bus
6. Go to or from school or university



9. APPENDIX 1: SURVEY QUESTIONNAIRE

Q14. Was there any other purpose why you travel by riding a bicycle? (specify)

**Q15. Which of the following best describes your attitude to riding a bicycle? READ OUT
SINGLE RESPONSE**

1. I'm trying to ride more often
2. I ride about the same as I always have
3. I'm riding less than I used to

Q16. Do you usually ride by yourself or with others?

1. By myself
2. With my family (specify how many adults, how many children)
3. With others (specify how many #)

**Q17. Do you prefer to ride on the road or off the road on paths or cycle ways? UNPROMPTED
SINGLE RESPONSE**

1. On the road
2. Off-road on paths/cycle ways
3. Equal mix of both

If Q17 code 1 or 3 ask Q18

**Q18. How would you rate your feeling of safety when riding on the road in the Bathurst region?
Is it.. READ OUT**

1. Very safe
2. Safe
3. Neither safe nor unsafe
4. Unsafe
5. Very unsafe

If Q18 codes 4-5 ask Q19

Q19. Why do you feel unsafe riding on-road in the Bathurst region? (specify)

If Q17 code 2 ask Q20

Q20. What is the main reason you prefer to ride off-road on paths or cycle ways? (specify)

If Q1_5 codes 6-9 ask Q21



9. APPENDIX 1: SURVEY QUESTIONNAIRE

Q21. You said you haven't travelled by riding a bicycle in the past few months or at all. What were the main reasons why? DO NOT AID ACCEPT MULTIPLES

1. Health issues/age-related
2. It's too far to ride
3. I don't own/have access to my own bicycle
4. Lack of paths or dedicated lanes
5. I prefer to drive
6. I prefer to walk
7. I'm unfit
8. It's unsafe
9. Don't want to be sweaty/uncomfortable at my destination
10. Weather (e.g. rain, too hot/cold)
11. Other (specify)
12. I don't know

Q21a (Ask if Q21=8) Can you just briefly explain why you feel or might feel unsafe riding a bicycle? (open answer)

Ask all Q22-25

Q22. How would you rate the quality of infrastructure for riding a bicycle in your local area? Is it..? READ OUT

1. Very good
2. Good
3. Fair
4. Poor
5. Very poor
6. Unsure

Q23. And in the Bathurst CBD? DO NOT AID

1. Very good
2. Good
3. Fair
4. Poor
5. Very poor
6. Unsure



9. APPENDIX 1: SURVEY QUESTIONNAIRE

Q24. Do you have any ideas on how Bathurst Regional Council could improve the quality of cycling infrastructure in the region?

1. No
2. Yes (please specify)

Q25. Would improved infrastructure for riding in the Bathurst region make you more likely to ride more often?

1. Yes
2. No
3. I don't know

Scooters/E-Bikes

If Q1_7 codes 1-6 ask Q26-32

Q26. Which of the following have you rode or used in the past year? READ OUT ACCEPT MULTIPLES

1. Electronic bike or e-bike
2. Electronic scooter
3. Mobility scooter
4. None of the above [DO NOT READ] [SKIP TO Q33]

Q27. Do you prefer to ride on the road or off the road on paths or cycle ways? UNPROMPTED SINGLE RESPONSE

1. On the road
2. Off-road on paths/cycle ways
3. Equal mix of both

If Q27 code 1 or 3 ask Q28

Q28. How would you rate your feeling of safety when riding on the road in the Bathurst region? Is it.. READ OUT

1. Very safe
2. Safe
3. Neither safe nor unsafe
4. Unsafe
5. Very unsafe



9. APPENDIX 1: SURVEY QUESTIONNAIRE

If Q28 codes 4-5 ask Q29

Q29. Why do you feel unsafe riding on-road in the Bathurst region? (specify)

If Q27 code 2 ask Q30

Q30. What is the main reason you prefer to ride off-road on paths or cycle ways? (specify)

Q31. How would you rate the quality of infrastructure for riding your e-bike or scooter in your local area? Is it..? READ OUT

1. Very good
2. Good
3. Fair
4. Poor
5. Very poor

Q32. And in the Bathurst CBD? DO NOT AID

1. Very good
2. Good
3. Fair
4. Poor
5. Very poor

If Q1_7 codes 7-9 ask Q33

Q33. You said you haven't travelled by riding an electronic e-bike or scooter in the past few months or at all. What were the main reasons why? DO NOT AID ACCEPT MULTIPLES

1. Health issues/age-related
2. It's too far to ride
3. I don't own/have access to my own e-bike/scooter
4. It's too expensive
5. Lack of paths or dedicated lanes
6. I prefer to drive
7. I prefer to walk
8. I prefer to ride my bicycle
9. It's unsafe/dangerous
10. Weather (e.g. rain, too hot/cold)
11. Other (specify)
12. I don't know



9. APPENDIX 1: SURVEY QUESTIONNAIRE

Q33a (Ask if Q33=9) Can you just briefly explain why you feel or might feel unsafe riding a e-bike or scooter? (open answer)

ASK ALL

Q34. Do you have any ideas on how Bathurst Regional Council could improve the quality of infrastructure for riding e-bikes and scooters in the region?

1. No
2. Yes (please specify)

Q35. Would improved infrastructure for riding e-bikes and scooters in the Bathurst region make you more likely to ride more often?

1. Yes
2. No
3. I don't know

Q36 Thanks so much, that's the end of this survey, which has been on behalf of Bathurst Regional Council. Council greatly appreciates your feedback this afternoon/evening.

ISO & CLOSE

10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Below are the (verbatim) comments from survey participants on what additional walking and cycling infrastructure they would like to see in and around Bathurst:

Walking infrastructure

A few footpaths in South Bathurst

A few more access walks

a footpath on one side of every street

A lot of streets outside the CBD don't even have foot paths. Where there are footpaths they're often not in great conditions or only on one side of the street.

A number of paths in my area need completing to give better access to roads and other paths

Accessible footpaths would be a good start on both sides of the street, as often have to cross roads to be on a footpath if I'm with a stroller or there is long or wet grass. Walking tracks and areas for recreation would be good. Perhaps more places like Boundary Reserve.

Account for footpaths in development stages of new subdivisions.

add footpaths to all new subdivisions as a standard requirement

add more footpaths

Adding more walk ways in, such as the river walk way to keep away from traffic.

Assess the need for walking infrastructure and plan improvements over 5-10 years.

Better footpaths

better maintenance for foot path and better management of constructors when they're doing building works

better pedestrian crossings and maybe some closed off roads to create malls

Better Road crossings

Better walking as this in high volume areas. I.e. Ohir Rd and Church Lane

build a mall block of the street which is sealed off to traffic from Howick to Durham

Build more footpaths instead of walking on the roads that are narrow.

by doing more in Kelso regarding footpaths

CBD should have more pedestrian only areas. Region should appropriate cleared paths in nature reserves



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Certain areas especially on the way to Kelso could be walkways and could be better.. Especially Marsden Lane could be better as they are building new estates around there

clean the footpaths and get the leaves and the litter as i have come across dog poo, needles and weapons

clean up broken glass from footpaths

Close down a few CBD streets/laneways to make not accessible to cars (as do for winter festival) and make people want and have to walk a bit more and continue to explore how to make most of the CBD Walker /cycle friendly,. Make it mandatory that any new housing development has both a cycle and walking track that leads into town or to another pathway and that many have a new park or some other form of outside space. Continue the good work to build a few more walking trails such as the great mount Panorama walk, wattle flat and upgrading of such walks as Evans Crown...look to see if are any railway lines no longer used that could be turned into walking/cycling tracks. Look at getting a light rail/tram system in place to start people walking to the tram and not always jumping in the car. Keep up the great work of the weekly sat run and promote more that can also walk it.

Complete the footpath infrastructure in the older areas of Bathurst (Rocket Street etc) Areas without footpaths are difficult for elderly to transit on foot and often constitute a trip hazard!

Complete walks along the river bank with footpaths and Morrisset at to the netball courts

Completion or kerb & gutter and paths

consistently roll out more walking paths

continue to expand the availability. some estates have no footpath, and there you walk on the road.

Continue what they started join up the bike paths

curb and guttering, more footpaths

Do more and build more walking tracks.

do need more cement walk ways especially in CBD as it is gravel and can be sleppery when wet

Ensure all footpaths in the CBD are free from rough or uneven surfaces.

Expand the walking tracks

EXTEND FOOTPATHS LITTLE FURTHER INTO SUBERBS. Adding more walking trails in general.

Extend further up steam of the central district of the footpaths and encourage more footpaths in forest areas. (Winburndale Dam.)

Extend the walking path along the river

Extend the walking/ bike path on the levy banks so we don't have to cycle/ walk Morrisset st.



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Firstly a review of what hasn't been achieved in the last Bike Plan – meaning review the last Bathurst Community Access & Cycling Plan 2011 and the plan before that! Then consider things that other regional councils have achieved with their Shared Path and Walking Network, Bathurst active transport network requires attention in the following areas to name just a few things -- Bathurst Shared Path Walking Network is not continuous nor completed Bathurst Shared Path Walking Network lack priority against other transport paths so walking paths are longer, deviate and are likely to be interrupted Bathurst Shared Path Walking Network is designed of old fashion spec – lacks width as uses older style share path design such as path furniture & construction Bathurst Shared Path Walking Network has a lack of planning in regard to Path Attribution and Classification this mean little consideration has been given to the Flow of the shared path network Bathurst Shared Path Walking Network is overwhelmed by thorns Bathurst Shared Path Walking Network lacks up to date diagrams and promotion detail Bathurst Shared Path Walking Network lacks emergency infrastructure - particularly location identifiers for emergency services response for issues such as snake bite and medical emergencies. Bathurst Shared Path Walking Network construction is slow and expensive – ie path are built slower and cost more in Bathurst Bathurst Shared Path Walking Network lack proper drainage - major paths are cut after rain periods

Fixing footpaths.

footpaths

Footpaths along Stephen's and Church lanes need to be installed as we're competing with cars. Footpaths along Gilmore Street need repair and levelled. Marsden lane is unsafe, it would be good to have safe footpaths along Marsden Lane, or the road is painted for Cars so they don't drive too close to edge.

Footpaths have trees and has broken footpaths and can be dangerous

Footpaths in housing developments. More paths between streets and parks.

Footpaths in new residential areas

Footpaths in the CBD are usually uneven and inconsistent. They pose a fall-risk and can be inaccessible for people with disability and/or mobility issues. Many new estates do not have footpaths and pedestrians are required to walk on the road. I live close to the CBD and footpaths in my area are generally pretty good!

Footpaths on residential streets so people aren't walking on roads with cars

Footpaths withing sub division

greater number of paths especially in newer parts of town

Greater pedestrian priority in busy shopping/retail areas. Wider footpaths. Safer road crossing points. More dedicated paths (not along roads)

Have better walking paths in suburban areas there is no place to walk



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Have done a good job by putting the walks around the river. Durham street can be dangerous

have more footpaths in every suburb and on nature strips on both sides of the road

Have more paths. Some paths stop in the middle of nowhere- like near the rta roundabout, you can't get onto that path without going on the road or through the garden

I think the main problem there is so little seating under cover when it rains walking to the bus stop

I think they need to double check the surface of the footpath so they don't fall over as they are uneven

If you go in the suburbs they can improvement in the family orientated areas

Improve footpaths outside the cbd. Increase walking tracks outside the cbd

Improve other path walk

improve sidewalk surface and crosswalks as they often are not wide enough and restaurants often clog the sidewalks with tables and chairs. easy to hit knees on towbars because of the car parking

Improve the footpaths. Some are not level. Older and have to be very careful.

Improved footpaths. Bike lanes. Restrict car parking

improvement of paths and regular mowing of grasses

In the new estates such as Marsden and Trinity Hgts there is virtually no footpaths, only in reserves. There is a need to dedicate space that allow pedestrians to more easily access points. For example, a path down Marsden Lane to Trinity Shops.

Include footpaths in residential development planning. Newer areas have narrow streets and no paths, forcing families, prams, kids with bikes all out onto the street with traffic.

incorporate paths in all subdivisions especially new ones. mow more often

Install more walkways.

Install the linking shared paths that take a walker along (for example) the boundary of the town from Ophir Road / Kath Knowles pathway to Robin Hill. Set this up as natural surface trail, saving on concrete costs. Another example could be a natural surface link between Raglan and town.

Invest in more footpaths and shared paths

It is somewhat disjointed. There are a number of areas toward the west of the city, Abercrombie, Llanarth etc. that have paths that lead to nowhere. One case is, it is very difficult to access the Kath Knowles pathway from the southern side of Eglinton Road. Long grass (snakes), drainage & coarse uneven surfaces are obstructions to less mobile citizens.



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Its to make sure the footpaths aren't cracked for the elderly

keeping the foothpaths updated

Larger pathways and made of Hotmix not cement

Less dangerous dogs on the streets and breaking out of yards, mowing the grass the sidewalk, trimming lower limbs of trees and bushes at intersections to make crossing the roads more safe, Cleaning up of broken glass on footpaths

Limit obstructions to footpaths (temporary roadworks signs are often blocking paths, mobile speed cameras have been parked over footpaths)

Limited walking locations. Only around or along river plans. Maintenance of paths, increase grass cutting along footpaths. Remove Food locations from thoroughfares ie Banjos from footpath to allow for pedestrians.

Link the cbd trail to the Eglinton trail

Link the paths from the new developments.

listen to the people, where they need footpaths and maintenance

look at the old footpaths and fix them so older people dont trip on them

Love the newer wider footpaths! Better lighting around footpaths (alot of the old footpaths around the older part of Windradyne are further off the street= dark and dangerous when there is no daylight savings) and a footpath on Alexander St and the the Mitchell highway side of the cemetery would be good ??

Maintain footpaths

maintain footpaths as sometimes the paving is lifting and is a trip hazard

Maintain the paths and walkways a lot of them have cracks in them they need to work more on them as they are dangerous

Maintain/repair footpath damage and trim overhanging trees and mow grass on sides more often.

Maintaining footpaths.

maintenance

Make connected walking tracks like around 11 mile drive. Link up all tracks to make long ones

Make footpaths part of new developments. Identify key routes for footpaths and improve crossing points at highways.

Make it easier for wheelchair access so they dont have to be lifted onto footpaths



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Make the footpaths more flat and not tripping over

Make the walkways more accessible to wheelchairs, prams and multiple people walking. They are not wide enough, have poor slope and are often in disrepair or over grown

more access to riverside walks

More benches, more paths

More concrete footpaths in suburban areas

more crossing on main roads where they create housing estates

More dedicated footpaths in the suburbs to get pedestrians off the road.

More even footpaths more pedestrian crossings to make it safe.

more foot paths

more footpath in the suburb area and in Engligton and Kelso

more footpaths

more footpaths

more footpaths

more footpaths

More footpaths

More footpaths

More footpaths

more footpaths alongside nature strips

More footpaths and widen old ones to allow for wheelchairs, prams, mobility aids

More footpaths and wider roads

More footpaths around Mitre st

More footpaths around residential areas, more walking paths for recreation, rail trail Oberon to tarana.

More footpaths in areas and wider roads and more opportunities for walking paths

More footpaths in suburban areas, more traffic islands on busy roads (e.g. Durham street)



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

More footpaths in the new and existing subdivisions which have increased traffic due to population growth. More signage on shared pathways with clear instructions on how to use them, ie, keep left when walking, move to the side when passing other users and be aware of your surroundings.

More footpaths in the newer areas. Kelso area.

More footpaths in the suburbs of Bathurst

More footpaths in the suburbs, a lot of ratepayers in that area

More footpaths or well maintained walking tracks

More footpaths out of the CBD

More footpaths that are connected

More footpaths to join existing paths particularly when grass is overgrown

More footpaths up Marsden lane and around Kelso. Pedestrian crossing across Marsden lane from Holy family school.

More footpaths.

More footpaths in residential area and more marked trails in surrounding nature reserves

More lightening between Kelso and Bathurst and drainage on some of the footpaths floods all the time

More lights in residential areas

more maintenance they wait till there is a problem

More nice walking areas make more of a bush walk around town you get sick of just walking around the river

more on both sides... encourages healthy life and less health issues

More paths

More paths and better maintenance of paths

More paths in areas that doesn't have them

More paths not all streets have paths on them

More paths, ramps, and trees, shrubs to provide shade and improve streetscapes.

more pedestrian crossings in the cbd



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

more road safety footpaths

More safe wide pathways

more safety footpath

more shaded walking options and improved maintenance of foot path

More shared pathways

More shared pathways and better signposting on responsibilities and etiquette.

More vibrancy. Ability to have fragile working spaces

More walk and cycle ways

More walking / cycling paths that connect up to form a circuit like round the river

More walking paths

More walking paths

More walking paths and not just dirt ones

More walking paths in the local areas on the main roads and maintained

More walking tracks.

more walking trails and the footpaths are over used

More walks along the river - levy walk?

Most of infrastructure is along the river ... there is nothing along Evidine Rd to West Point shops in the Lenore area

Mow more often the grass is long and also no footpaths as such in the new developments

Mow the lawn either side of footpaths

need more footpaths and walking and seating areas

need to keep area mowed and tidy

need to put more footpaths and bicycle tracks in esp in the residential areas

New subdivisions must include footpaths

Nice to have more footpaths instead of the roads.

Nice walking track around Mount Panarama.



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Noticeable lack of made foot path on a number of city streets eg Rocket , Brilliant and Lambert Streets

Often Im walking and pushing a wheelchair on uneven surfaces and they have very limited wheelchair access

Open up more walks

Paint "Keep left" on footpaths On shared paths, have signs for bike etiquette about ringing bells

Paths on Gillmore st very dangerous between tareena and KPS Love the small extension on the Laffing Waters area to the park but could it continue further please Water that pools on Learmonth path makes it unusable after it rains for days / weeks - drainage / lift path? Concrete path around the levy near PCYC (lower down the list)

pavement from residential areas to main roads

Pedestrians should pedestrian crossings more of them , they can put a bridge over the road to join up to the shopping centres

plan for walking paths or track in the new suburb areas

please keep repairing the footpaths, footpaths everywhere please

Prioritise walking ove cars in CBD

Provide more footpaths in residential areas so folk don't need to walk on the street - too busy

put a lot more footpaths in

Put footpaths in raglan as there is near to none

put more footpaths in

Put more paths in

put more pedestrian lights at crossings

Replace paths that are a trip hazard

room for improvements and should have more paths to get to more areas and more in suburban areas

Safer crossing of Durham St out near AllSaints College. OR a way of walking through what is essentially a swamp between Esrom St and the entrance to All Saints. So that my grandson's can walk to school.

Should be walking tracks. last few weeks motorbikes are using the tracks. stop access for bikes



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Slow down traffisc in cbd

smooth the footpath in the Cbd BROKEN FOOTPATH in some areas

So many trip hazards with the concrete methodology

Some footpaths could be upgraded

some of the walking tracks stopped it would be good if they kept them going. in eleven Mile drive upgrade a bike lane and path

some of them go to nowhere and there is no path in some residential blocks. Its tops in 1 bloc, misses a block and recommences in the following block.ie Esrom st

Some streets still need footpaths. Also, a better crossing at Durham street/dinosaur park to allow access to the walking) cycle path down near morrisett st. My kids use that path to get to school at Scots all Saints

some the country lanes could do more with more footpath from church lane and stevens lanes

take care of catheads and prickles everywhere where there aren't footpaths

the biggest issue is where the crossings are located next to the roundabout and are a hazard for motorists and walkers

The bike/walking track should go all the way from kelso to Eglinton

The CBD is very unfriendly for pedestrians. Cars are nearly always given priority. We need more zebra and wombat crossings.

The elderly aren't mobile enough to get through and they are uneven and old

The footpaths where I live are dangerous for me as I have poor balance. Walking on the road is not desirable due to deafness. I hesitate to suggest footpaths but if there were some way to reduce the hazards on the footpaths, I and many others the same age, would not hesitate to walk closer to home.

The grass in the area is getting too long for me to walk confidently. More frequent mowing of public areas (e.g. the levy walk) would encourage me to exercise more.

The path ways need to be more level

the rumps are not good

There are areas where the paths are very uneven, a trip hazard or would be difficult to navigate with a pram.

There needs to be more shade in the CBD



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

there should be more opportunity for pedestrians to cross the roads safely and cars have to wait also where there are a pedestrian crossing they need to give them more time to cross

They can improve the footpaths and around the river it is quite bad in some spots especially near the Dennison Bridge

They can update a few of them like our main street has got problems like our paths are getting older and they are one higher than the other.. 45 minutes away they are putting them in...

they could do a walk path between KELSO AND EGLINTON

They could put a lot more walking paths in and more shared paths around Bathurst, but nit cement paths they need a hot mix wider shared paths.

they need to look at more footpaths along main roads and roads that connect each suburb

think if they are maintained as i have tripped and they need to be wide enough and be more like how it is near the river

To get rid of the on street dining

To have walking paths a bit more further from the school and the shops

To maintain the walking areas, the grass is waist high not mowing

to make sure the sidewalk ramps are nice and wide for disable people

To repair the footpaths and clean them up in the CBD as they are a disgrace

Turn William Street into a mall

Walk and cycle ways joining the satellite towns to Bathurst Eg Bathurst to Perthville, Raglan to Bathurst

walking trails around the inner blocks to look at heritage houses. Walking trails in nature reserves around the area

Where I live there are no footpaths on my side of the street and the ground is quite rough and uneven. I am in my 70s and at present fit and able. I would like to stay in my home for as long as I can and remain independent and active as long as I can. With the present lack of walking infrastructure, should I need to use a walker, or similar, it would be impossible for me to access the chemist, hair dresser, food outlets, etc. even though they are only a few hundred metres from my home.

Widen footpaths and carry out repairs when damaged

Widen footpaths in town, remove grass edges. Cut grass around Llanarth- very long atm

widen the roads so you can walk ion the side in the regions



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Wider footpaths, less bumps. More right of way for pedestrians over cars. More bushwalking opportunities, there are very few in the Bathurst region. This is a real drawback and should be addressed as a priority.

Wider paths in heavier trafficked areas

would be good if they had a walking track around mt panorama

you only fix the roads that go to the mount . Vale road is dangerous and it is only a matter of time before someone dies and their blood will be on your hands

Cycling infrastructure

a cycle way on the highway so they aren't on the roads and keeping the roads updated

Actually implement some dedicated cycle infrastructure, that allows people looking to complete a journey to feel safe. The current shared-use pathways don't connect people to shops or schools/workplaces (even the path near all-saints has no easy road crossing). They're also terrible for exercise as cyclists need to keep their speed down to protect walkers. The one cycle lane in the CBD runs for half a block along Bentinck St, conflicting with traffic entering/leaving the shopping centre and left-turning traffic at the Bentinck/Howick St intersection. In addition to being embarrassingly short this cycle path connects to none of the shared use pathways. Regarding the bike hire program, having the only dock at the visitors centre puts it so far out of the way it becomes inconvenient to use. Riders wishing to use these bikes need to find their way out of the CBD using some other form of transport, then once they're on a bike the only choice provided by the existing shared infrastructure leads them along the river. Having a dock near the railway station or the major bus interchange on Howick St would make it much more convenient to use.

Add a bike lane on the roads beside dedicated lane other places

Add bike lanes

Add more shared pathways, maybe along the levy banks. Make bike parking racks or areas available

Allocated cycle lanes, not just the loose gravelly shoulder

Better bike tracks give them somewhere to ride

Better designed pedestrian refuges. These are a major hazard for cyclists. Better designed roundabouts without the 'blister'. More bike paths and bike lanes on roads. More pedestrian discipline on shared paths - they are all over the place!

Better driver education so car drivers know the road should be available for all types of vehicles. Sections of the road need to be allocated to bike riders.

Better maintenance of roads. Bike lanes on roads. Better education of drivers.



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Better paving

Better riding surfaces for bikes and dedicated lanes

Better road surface Bike lanes Maintain verges on open roads Wider verges on open roads Hot mix everywhere

Better verge beside road lanes. Proper hot mix surface

Bicycle lanes a separate area in the CBD

bicycle lanes and walking paths

Bicycle lanes in the CBD and lower speed limits in urban and CBD areas

Bicycle lanes on the road also marked tracks

bike lanes

Bike lanes in CBD

Bike Lanes marked on road, possible use of different coloured asphalt. More bike paths near schools - need to target the youth that it is safe & appropriate to ride to school to make significant long term change

Bike Parking

Bike path needs a few links so you could ride from kelso to englinton

Bike signage, identified bike lanes on appropriate routes, bike stencils on roads, alert signs at roundabouts for motorists, Busy shared paths need to be widened to bike/e transport and pedestrians. Separate the two. Example is the river walk which is very very busy and dangerous with pedestrians, dogs and bikes in the same space, plan to join identified bike routes that are clearly labelled to move from one part of Bathurst to the other, not have paths that end nowhere and leave you moving onto a busy road.

Build area and a road to ride a bike.

Build cycleways. Long cycle paths around the city. There's no designated cycle paths and routes. Take Wagga Wagga for example and inspiration. They have the Wiradjuri trail around the entire city. 40km of path for cyclists

Build more bike paths

Build more cycleways and link existing cycleways, make sure there is cycleway access to schools, shopping centers etc.

By adding bicycle lanes on the road ways and the path ways



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

By adding bike lanes and widening popular roads

By adding cycle ways in more areas

Connected road ways and better maps and suggestions

construct more cycle path

Continue to build more cycle /walk ways - make mandatory for all new building estates to link into a cycle way to get to town and to other cycle ways, work with the Bathurst Mountain Bike club to ensure a longer term lease (such as 99 yr lease) on this great space (that is used by som many and especially by families - I encourage you to all to go and check it out) so that the volunteers can ensure infrastructure /tracks that they maintain and build have some certainty and then be able to promote this great facility. In the CBD need more cycle parking stations, actual cycle pathways or streets closed down as currently too unsafe to ride in CBD, encourage hire bike stations or shops near CBD where can hire (especially tourists). Look at opening up the velodrome to the public to use during daylight hours and look at reinvigorating the purpose built international cycle track on Vale Creek Rd (need to get rid of the cat heads - even in WA Bathurst is known as the home of cat heads!). Start on a plan for the expansion/development of Bathurst that ensures all new spaces have cycling /walking /scooter pathways and as the retail space will inevitable continue to die as shopping moves on line - plan for more people to move in and live in the CBD and have cycling pathways /parking stations. - start to become more like a EUropean city instead of a non heritage fast food ugly USA style takeaway, plastic culture that does not look attractive, does not promote exercise (thus leading to increasing rates of obesity ,

copy what canberra did and put in a lot of dedicated bike paths

Could put more bicycle paths

Create bicycle priority lanes.

Create more bike paths so people are encouraged to ride more.

cross town routes and better road shoulders. marked on road lanes

cycle access out of town on all the major roads. Many people ride out to Perthville but the road does not accommodate cars, bikes and semi-trailers safely

Cycle lanes

cycle lanes in the cbd

Cycling Lanes in town (there is not a single bicycle Symbol or marked lane) That is absolutely appalling negligence towards cyclists. Outside of town centre, we need many more wide and marked shoulders along with seperate cycle ways

Cycling lanes on all road and enforce use of them to keep the cycling community safe from cars



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Cycling pathways that link to make a decent ride of say 15-25 kms ride

dedicated cycle areas

Dedicated and marked cycling lanes and cycle paths.

Dedicated bike lanes on main roads and more cycle paths

Dedicated bike paths in cbd and roadside bike paths around area

Dedicated bike paths lanes on the road

Dedicated bike paths; removal of calthrops in the region

Dedicated cycle lanes

Dedicated cycle paths, cycle racks, and education to improve understanding and tolerance of cyclists

Dedicated cycle pathways and marked cycle lanes

Dedicated cycling paths in and around the city

dedicated cycling tracks

Designated bicycle paths that connect

Designated bike lanes Better signage Bike racks in CBD

Designated bike paths not shared with cars.

Designated cycle lanes

Designated cycle lanes, awareness campaign to go along with it and educate the community. Create enough support so kids and parents might cycle to school, creating a culture for it

designated cycle paths

develop better bicycle paths outside the cbd for recreation

Don't have them in the main street

don't allow bikes on the main thoroughfare in town

Education is probably more important than infrastructure. Many streets aren't wide enough for both so bicycle lanes would prove to be prohibitive. Separated infrastructure where possible would be beneficial, especially if it is not shared with pedestrians (or at least have marked lanes for cyclists/pedestrians) and actually leads to a useful endpoint.



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Education on rules would be a massive change so many cyclists don't stick to them. Don't remove the velodrome. Fix bmx park at River so it's actually rideable. Look at how places like Gold Coast do it. Walking and cycling paths lots of racks to secure bikes too. Small cycling events that not focused on racing.

Extend cycle paths out to Kelso and all the schools including the Scots campus so kids can ride and walk to school. Separate cycle lane on the road out to Eglinton, so cyclists can ride separate from the walking path to Eglinton (give the walkers more space!) Green painted cycle lanes in the CBD where the space allows.

Few more bike tracks

Fixing potholes.

Footpaths and shared paths should be wider. More shared pathways.

Get rid of half the councillors, they are only interested in development and not social welfare

Get them off the roads and open the various cycling facilities...velodrome & bmx park to encourage people off the roads

Good Bike Paths

have a bike lane

have bike lane and dedicated bike areas

Have more areas for professional cyclists or hobbyists to get off the main road

Have more signage, lane and fix uneven road

I believe the river walk shouldn't be used for cycling. I can't tell you how often I've been down there with my kids & cyclists come zooming past without giving any indication that they're near.

I find the roundabouts in the CBD are somewhat difficult for cyclists. Most mean moving to the right hand side of the road after trying to allow traffic to pass on the right and "taking the lane", this can be quite difficult if cars are trying to beat you into the roundabout. The result then is feeling you have to remain on the right hand edge of the left turn lane when actually intending to go straight ahead. Also the lanes for roundabouts are not consistent through all junctions in town.

I think that they should have a marked cycle way

I would like to see a cycleway between Evans Bridge along the levee bank to Gormans Hill Rd.

If they can connect the areas with the bike paths and have dedicated paths to get from one point to another even the university

If they had proper bike sections specifically for bicycles



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Improve the road edges, often there are pot-holes, uneven surface, a build up of gravel etc that makes the surface very dangerous.

improve the roads where cyclists like to frequent

improved road edges/verges for bicycles

Improving security and safety at the Bathurst Mountain Bike Club...

in my area the roads are too narrow

In the subdivision pathways should be included as the roads are unsafe and it is unsafe to walk on roads.

include physical separation especially in the CBD, Lower the speed limit to 40kph in CBD

increase barriers between cyclists and traffic, more bike parking, more shared bike/pedestrian paths

increase width of road or slow vehicles down in my area

Increased and improved signage for other road users warning about cyclists on the roads. Need to reduce speed from 100km to 80km for most regional roads to promote safer shared road use. Public education promoting safer attitudes to cyclists and cycling in the region.

Increased cycleways

install cycleways

introducing parallel parking so there's room for cycle strips

Invest and support projects similar to the central west cycle trail network, mtb trails like are being proposed in Orange and Lithgow, and rail trails like the Crookwell railtrail. We are being left behind and this is a missed opportunity for both local residents and tourism

it should be a secure place for cyclists to park their bikes

Join the cycle and walking paths so you don't have to go on the roads

Just some more cycleways

Keep bikes off the road in the CBD. If people want to bike to the CBD they should park their bikes at one central point and walk from there. I would never ride my bike to the CBD as I live too far away and I don't want to have to try and carry purchases home

like to see more bicycle paths

link the university and Mt Panorama with the river paths. Every new road should get a cycle path beside it, or at least a shoulder to ride safely on.



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Link up more cycle ways. Any new roads should be 2 meters wider to accomodate a cycle path

little access bike lane in CBD and to have more bike tracks off road would be great

make improvements to the mountain bike area as it is neglected. the club cannot get approval from council

make more bike tracks for children to access school

make more cycling roots

Make roads wide for bikes

make sure they are included in new housing estates as well as parks

Make the shoulders of the roads wider. Make the shared pathways not concrete but hot mix. Make them wider so it can actually be shared by both walkers/runners and cyclists.

Make tracks wider.

Making drivers more aware through signage. Bike lanes or pedestrian areas would be nice. Less cars would also be nice.

making more bicycle lanes in the whole area would facilitate more riders especially families

Media campaign supporting cycling, improve infrastructure, particularly verge of road

More adequate maps and guide to where to cycle.

more bike lanes

More bike lanes

more bike lanes in the busier areas of the cbd

more bike path

more bike path

more bike paths

More bike paths

More bike paths in the newer areas

More bike tracks

more bike trucks

More bike/walking paths, access for children to ride to school.



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

more cycle lanes

More cycle lanes

More cycle paths and areas for cyclists. Somewhere to leave bikes safely in CBD and other busy places.

More cycle paths in the cbd

More cycle paths more interconnected cycle paths

More cycle paths near the rivers and more lines of cycle paths. There is no bike lanes dedicated to cyclist.

More cycle paths that meet up. Having a real focus on cmgetting cars off the road but not by punishing or banning drivers.

More cycle tracks.

More cycle ways

More cycle ways and bike stands when visiting cbd

More cycle ways on the main roads, we get cyclists in Laffing Water Lane the roads are very narrow and they ride in the middle of the road

More cycleways

More cycleways and more bike racks in the CBD to lock bikes to, there are currently virtually none in the CBD.

more cycleways more bike racks

more cycleways that interconnect, widen roads,

More cycleways.

more cyle lanes but mostly education, many pedestians and bike riders don't understand shared pathways there is also inadequate signage.

More dedicated bike lanes

More dedicated bike paths. Add bike lanes to roads.

More dedicated cycle paths and lanes More cycle parking at key destinations

more dedicated cycle ways and have sealed paths for cyclist then riding on the roads

more dedicated cycleways



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

More designated bicycle only lanes and more signage and education of driver and the general public. When doing road infrastructure, consider the need for squeeze zones (Blisters) in roundabouts and crossings which force cyclists to move out into the traffic.

More designated bike paths would encourage riding to work, shop and school. Signs and education of aggressive drivers towards cyclists

More designated cycling lanes and bicycle parking stations. And actively show support for cyclists

More education- let Motorists know we are legally allowed on the road and are allowed to ride 2 abreast

More family friendly riding locations. Completion of the bike park. Criterium course. Parking at the velodrome. Assistance in removing catheads from the mountain bike track. Training children for road racing is difficult due to no suitable areas that are safe. Shared paths are not suitable for people who ride faster than 10km/hour Cleaner wider better kept roads with shoulders.

More infrastructure so that bicycles can travel separate to cars.

More pathways for cyclist.

More shoulders on all roads. Better roundabouts, giveaway signs or stop signs at some roundabouts. Speed limits reduced coming into roundabouts.

More verges and designated bike tracks

need bicycle lanes in bathurst

need more cycle paths and encourage riders to indicate their direction

need to promote use of the bicycle tracks provided for their safety and that of everyone else

Needs more footpaths in the local area.

Not to add bicycle lanes on the roads

On some rural roads-wider lanes

our roundabouts are a death trap, Kay Peacock style. Education that cyclist are in fact humans. Education that taking 20 seconds to pass a cyclist is not asking much

painting the poles that cycle paths to stop drivers. Need to be brighter and more visible for cyclists. Magpie warning signs around Abacrombie

Paths to join existing paths so it is possible to cycle without going on the road or having to have a large enough car to take the bikes to the start of a path.

Perthville needs cycling paths as the riders go onto the road which is dangerous



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

places where u can park ur bike

Planning for and inclusion of cycle ways in development. When did it become the case that only CBD areas should have concrete footpaths??

Please add cycling lanes on all roads. Keep road shoulders swept

Proper sealing of roads and inclusion of shoulders if no room for bike lanes

provide bicycle lanes

Provide dedicated cycle lanes for a comprehensive network.

provide more cycle lanes

Provide more cycle lanes on roads and more warning signs for everyone, especially motorists. Cycle lanes only need to be 1 metre wide, but they need to be clearly marked for both cyclists and motorists. Many other cities have painted cycle lanes green and put up warning signs. BRC can emulate these practices. They're not expensive. Lastly, sweep them regularly to minimise tyre damage.

Provide safe cycling routes in and to CBD, improve safety at roundabouts by traffic calming, provide secure bicycle parking in CBD

Provide safe dedicated bike paths from each vicinity to the main city, to schools and sporting grounds. Some of the infrastructure is already in place but not linked up.. the city to Raglan route is non existent. And there is no safe way to cycle to The Scots School. We need to get our kids propelling them selves to school.

Provide safe, separated cycle routes across town. Think about how cyclists can ride safely from say south bathurst to the river. At the moment this is more or less impossible for all but the most confident cyclist. Cycle only paths that separate cyclists and pedestrians. Maintain road surfaces. Redesign roundabouts so that cars are forced to slow down when approaching. The major hazard for cyclists is being hit from the left when you are in the roundabout, ie cars not slowing and not looking straight ahead for cyclists. This is extremely dangerous and almost impossible to avoid as a cyclist. Ideally cars should be forced to stop or slow to walking pace when approaching roundabouts. Too many drivers in Bathurst treat them as chicanes and drive through dangerously fast without properly looking for traffic already on the roundabout. Overall I would love to be able to ride places in Bathurst with my family. At the moment it is to dangerous. There should also be more cycle racks in the CBD. Speed limits should also be lower.

Put bike lane and to make space

put designated cycleways on Safara roads

Put in more bike paths

put more bicycle tracks in the region



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

Registration of bikes

Roads like Gilmore st and Hereford are wonderful!!!! When Extending the road or patching make sure there is 2 m on the edge of the road of usable space and bikes will use it. Regular street sweeper work on some roads Widening the road on places like 11 mile drive to include a bike space on the edge or to perthville (research most used track) Strava or other teaching can show this. To create a useful place to ride.

Safe entry to CBD, slow traffic, traffic calming at roundabouts, secure accessible bike parking in CBD

Secure bike storage in the CBD (can't leave a bike chained up all day to a sign on the street). Needs to be caged or boxed. Renewable energy charging points for e-bikes will become a thing. Probably need these near cafes and shops. Is there a way that (say) one car space in each street can be released to store 8-10 bikes, or fund a secure location in the shopping centre car parks / or alternate location?

Shared footpaths should be widen to allow room for walkers and cyclists at the same time. More bike paths could be constructed to connect the CBD to popular bike areas (like the bike park). Encourage visitors to park in CBD and then ride along bike paths to the bike park. This would encourage visitors to spend on the businesses near where they park before riding out/ returning from the bike parks. This would also reduce the need for car parking at the bike park.

should allow for more areas to set for bike riders and place need to be reinstated for bike riders

Should have bike lanes

Show signs that welcome and encourage cycling. Draw lanes on the road and create new pathways. Create safe and conspicuous parking (ie not only in dark and hidden places).

Slow the traffic down Bike lanes

Some of the roads need improving and some have bad pots holes and a few trucks have nearly wiped out cyclists on the road

spend some money on improving the bicke trucks

sports ground that had a track and there used to be kids riding and adults and they ripped it all up

Stay off William Street

The bike lanes are too narrow

the completion of the cycle park with additions of a criterium track

The footpaths are not as wide and the road needs to be wider.



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

The sides of main roads needs repair, they need to have room for bike riders as they get closer to an intersection- often they just dissappear- need more off road bike tracks, need a high profile education about bike riders rights & safety,

There are numerous things - better cycling ways, connected cycle ways, more cycle parking, more signage of current cycle ways; designated cycle lanes on a few essential streets in town; I could write all day on what could and should be done, both short term & long term

There could be improvements with more bike racks to tie your bike in the CBD area

There is no cycle ways in the town /city

There is zero infrastructure for riding a bike in the CBD. Negotiating roundabouts is always a gamble on if a car will actually give way to a bicycle. There's no such thing as a bike lane in Bathurst. The lack of footpaths or cycle ways makes it impossible for kids to ride safely to school if they wanted to. There needs to be more cycle ways from the outer suburbs into the CBD and then a safe way to cycle within the CBD. More footpaths out the front of people's houses too, so we can let kids ride around without them being on the road with cars.

there should be more cycle ways with in the CBD AREA

They can have a designated section on road for bicycles by putting a yellow lines where they can ride in

They can make shared pathways bigger for shared walking and cycling, make designated lane ways too

they could create some bike trucks for families in park lands

they dont have anything and have dedicated bike lane and paths

they have improved some areas and bike rides refuse to use them

they need more pathways for them so they dont use the main roads

This Survey assumes that there is a difference between Walking and Cycling infrastructure in Bathurst but sadly this is not the case - There is a major problem with Traffic integration in Bathurst because past active transport planning via the Community Access & Cycling Plans assumes non-public road cycling routes as just shared paths – so the dangerous problem of a large speed variance exists on both the known cycling routes on public roads and also the off road share pathways (where the cyclist change from slow traffic to fast traffic).. Obviously with the cycling network a shared network the problems are the same as the walking infrastructure – ie -- Bathurst Shared Path Walking Network is not continuous nor completed Bathurst Shared Path Walking Network lack priority against other transport paths so cycling paths are longer, likely to deviate and are likely to be interrupted Bathurst Shared Path Walking Network is designed of old style spec – lacks width, and uses older style share path design such as path furniture & construction Bathurst Shared Path Walking Network has a lack of planning in regard to Path Attribution and Classification this mean little



10. APPENDIX 2: INFRASTRUCTURE SUGGESTIONS

consideration has been given to the Flow of the shared path network Bathurst Shared Path Walking Network is overwhelmed by thorns Bathurst Shared Path Walking Network lacks up to date diagrams and promotional detail Bathurst Shared Path Walking Network lacks emergency infrastructure - particularly location identifiers for emergency servi

To repair pot holes in the Gormans Hill area and they are no cycle ways in the area

Warning signs near roundabouts....'Caution bike riders entering roundabout'. Bike lanes on roads in CBD. Especially along roads on outer lying villages. Some bike racks around the CBD.

We have tremendous potential to make Bathurst a safer cycle area . So much glass on the road between Barnabos Church and Perthville area . Can the street sweeper please clean the side of the road between Bathurst and Perthville regularly. We desperately need more bike stands around cafes please so bikes don't fall over. The quality of the bitumen is quite bad from the bike club into town , so bumpy and spine numbing , can we have smoother surfaces please . The potholes on cow flat road are quite dangerous to cyclists . Could there please be more designated marked cycling signs out to the dam . Drivers speed along this route with boats behind . Can we please have bike stands near the undercover picnic areas at the dam . People need to understand that cyclists are people from all walks of life .. nurses, plumbers, teachers, truck drivers, hairdressers. We deserve a fair go. We just want to cycle safely & enjoy our beautiful region Thank you

we have zero bike lanes and no decicated bike paths in the CBD which makes it very dangerous

widen roads to allow cycle lanes on the bitumen (paths don't really work for road rides).

Widen rural cycleways

Widening some roads and marking them as recognised cycleways.

widening the roads and give the cyclist there own lanes

wider bike lanes on main roads and bike parking infrastructure

Wider cycling lanes next to the road with clearer division

Wider paths

Wider, better maintained shoulders

11. APPENDIX 3: WORKSHOP PARTICIPANTS

Our sincere thanks to the 37 participants across each of the three two-hour stakeholder workshops held on November 23rd and 24th at the Bathurst Entertainment Centre:

Workshop 1

NAME	ORGANISATION REPRESENTED
Liz Perry	Friday Cycle Club
Julia Blackwood	Friday Cycle Club
Kathryn Parnell	Community Transport
Doreen McNabb	Access Committee
Caitlin Bennett	Social Futures
Sharn McIntosh	CBD business owner
Bob Triming	Access Committee
Peter Wilson	Cycle Safe Bathurst
Rob Barlow	Cycle Safe Bathurst
David Hyland	Social Futures
Kent McNabb	Access Committee
Geoff Hastings	Cycle Safe Bathurst

Workshop 2

NAME	ORGANISATION REPRESENTED
Peter Rogers	CBD business owner/Bathurst Chamber of Commerce
Nathan Pierce	CBD business owner and cyclist
Tracy Robinson	Bathurst Cycling Club
Mark Windsor	Bathurst Cycling Club
Paul Jones	CBD business owner and cyclist
Peter Hickey	Social Futures
Meg Bolam	CBD property owner and cyclist
Elisa Miller	Glenray Support Services
Mary Ellen Crimp	Glenray Support Services
Paul Baldock	Wattle Flat Progress Association
Hugh Gould	Greening Bathurst
John Kellett	Bathurst Interagency Groups
Mark Renshaw	CBD business owner, cyclist



11. APPENDIX 3: WORKSHOP PARTICIPANTS

Workshop 3 (Government)

NAME	ORGANISATION REPRESENTED
Jess Wilkinson	???
Thomas Beckerton	RMS
Josh Parkin	RMS
Richard Denyer	Bathurst Regional Council
Barry Cartwright	Bathurst Regional Council
Dan Cove	Bathurst Regional Council
Janet Bingham	Bathurst Regional Council
Janelle Middleton	Bathurst Regional Council
Simon Armitage	Bathurst Regional Council
Mark Kimble	Bathurst Regional Council
Stephen Champion	Bathurst Regional Council
Bronwyn Starkey	Bathurst Regional Council