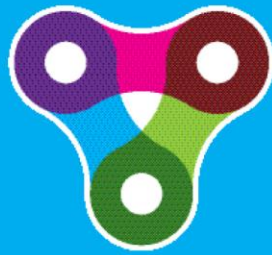


**Submission  
No 16**

## **COMMUTER CAR PARKING IN NEW SOUTH WALES**

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**Position:** General Manager, Public Affairs  
**Date Received:** 31 July 2017



**BICYCLE  
NETWORK®**

**NSW Legislative Assembly  
Committee on Transport and Infrastructure**

**Inquiry into Commuter Car  
Parking in NSW**

***Bicycle Network submission  
July 2017***



## 1. Executive summary: bike parking is the answer

Bicycle Network is fighting physical inactivity through getting people riding bikes.

While we love those people who ride bikes for leisure, riding a bike for transport has the greatest potential to get people across NSW active and moving while combatting growing congestion issues.

Bicycle Network is Australia's largest bike riding organisation. Not only do we supply bike parking rails on a commercial scale, we currently manage more than 100 public bike cages at train stations on behalf of Public Transport Victoria (see *image 1.*).

Transport for NSW's 'Opal-activated' bike storage cages are a great step forward in improving facilities and access while diversifying transport alternatives. However, to alleviate stress on commuter car parking at train stations and public transport interchanges we recommend:

1. the rapid expansion of the current Opal-activated bike cage network from 10 cages to cages at all stations and public transport hubs
2. accelerate the uptake and use of bike cages through a behaviour change program
3. develop guidelines for the construction and location of all future cages
4. improve bike riding infrastructure and facilities leading to all cages to encourage greater bike riding participation and cage use
5. include the foundations for bike parking in any future construction or station works.



*Image 1. Public Transport Victoria's Parkiteer cage at Greensborough Station, Melbourne. Image courtesy of Colin Brooks State Member for Bundoora. He is pictured with Banyule councillors Rick Garotti and Mark Di Pasquale.*



## 2. Bicycle Network exists to get people moving

At Bicycle Network, we believe that physical activity is vital for a happy, healthy life. Through our advocacy, behaviour change programs, membership, events and rider support, we make it easier for everyone to ride a bike every day.

With more than 50,000 members nation-wide, we are twice the size of the next biggest bike riding group or association in Australia with offices in Melbourne, Sydney, Hobart and Darwin.

We exist to combat the crippling impact of physical inactivity. Two thirds of people in NSW aren't physically active five times a week. As a result, a third of the people in NSW will suffer a major lifestyle illness like heart disease, breast cancer, colon cancer or type 2 diabetes.

We know that we can't solve this problem with leisure activities and organised sports. Active transport is the best way to build movement into daily life. Of course, the added benefit is because active transport takes up much less space than motorised transport, it'll alleviate the congestion that's crippling NSW's economy.

## 3. Bicycle Network manages bike cages at train stations across Victoria

Since 2009, Bicycle Network has managed Parkiteer bike cages at train stations in Victoria on behalf of Public Transport Victoria. The popular Parkiteer program provides free, secure and convenient bike parking at train stations. In June this year, we opened our 100<sup>th</sup> Parkiteer bike cage at Ginifer railway station in Melbourne's Western suburbs (*Image 2*).

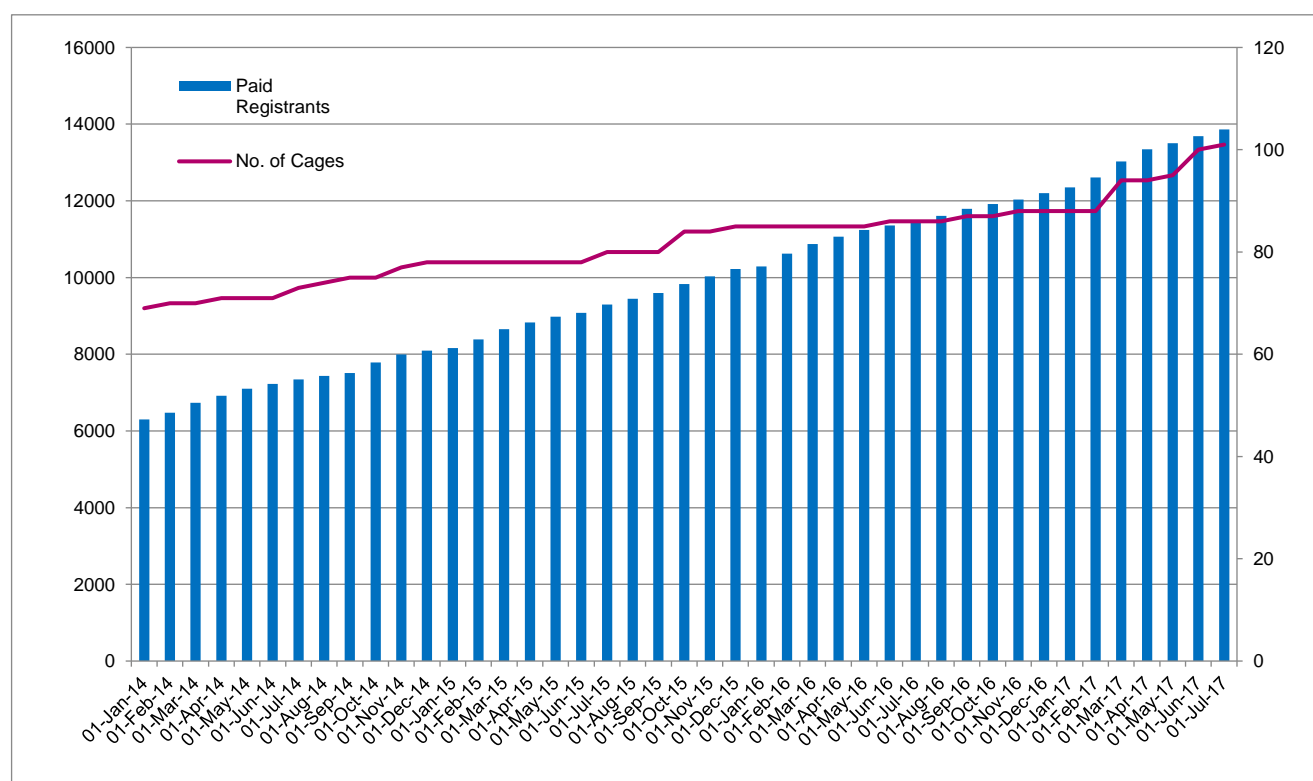


*Image 2. Pictured; (from left to right) Craig Richards, CEO Bicycle Network, Prema, local resident, Natalie Suleyman, MP for St Albans, Alan Fedda, PTV, Mano Saraswati, local resident and Parkiteer member, Taj son of Mano.*



Now a staple feature of all new train stations across the state, the expansion of the Parkiteer bike cage network in Victoria has been buoyed by the steady growth in bike commuters riding to the station over time. Growing usage is also the result of an ongoing behaviour change program which includes incentives, motivations and rewards. Recently, the program recorded more than 1,000 Parkiteer users in a single day, despite colder weather.

The following graph (*Figure 1.*) shows how the number of cages and users of Victoria’s Parkiteer program has steadily increased, positioning it as a vital part of the wider transport system.



**Figure 1. Parkiteer registrations and number of cages at train stations from 2014-2017.**

#### 4. Commuter interchanges should be liveable places

With the population in NSW set to significantly increase, without careful planning, commuting will become even more time consuming, stressful and costly.

There’s no doubt that our cities and towns must be built so that people can move around and get to work in a reasonable time. As renown place maker Fred Kent (<https://www.pps.org/about/team/fkent/>) said:

*“If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.”*

We need to ask ourselves, should our train stations and transport interchanges be soulless car parks or should they be vibrant places where people work, socialise and live?



## 5. Opal-activated cages are a good start

Transport for NSW's 10 Opal-activated bike cages are a great way to incorporate active travel and improve access for bikes in and around train stations. The system is far more cost effective, accessible and efficient than bike lockers, many of which are infrequently used.

However, to reduce the stress on car parking and fully reap the rewards of increased bike commuting around train stations, the provision, expansion and improvement of bike parking facilities and infrastructure connecting such facilities must be accelerated rapidly across NSW.

The availability and usability of bicycle parking is also critical to the viability of bike riding as a mode of transport. Therefore, adequate bike parking facilities must be a key feature of all train stations.

## 6. Bike parking is more space efficient and cheaper than car parking

With population growth, the demand for more parking at stations and interchanges will continue to surge. Bike parking is almost 10 times more space efficient and economical than car parking which have higher development costs.

According to our Parkiteer model, one secure bike cage which can hold 26 bikes requires the space for three car parks and costs approximately \$100,000 or \$3,850 per commuter. Bike parking is clearly a smarter use of public space.

Overseas bike parking models also offer more cost effective and space efficient alternatives at the expense of security.

With demand at some Victorian railway stations outstripping supply, alternative treatments like the below examples from Europe are currently being explored (*Image 3.*).







Image 3. Examples of bike parking at European train stations

## 7. If you build it right and add a behaviour change program they will come

In our eight years of managing Parkiteer cages, we've learnt that it's not enough to simply provide bike parking. It's also important that:

- the parking is located right next to the entrance to the platform
- people don't feel vulnerable so lighting, location and visibility are important
- behaviour change programs are run amongst station users and local residents.

Some key examples in Victoria where cage location has proven a key determinant of success are West Footscray and South Morang. Both cages are located close to the station entrance, bike infrastructure around the stations precinct is well connected and accessible and surveillance is high due to good visibility. This has not only led to lower instances of theft but also provided an environment that sustains a high average usage of 70%.

## 8. Bike parking at stations is not for the lycra set, so you need infrastructure

The main users of bike and car parking at train stations are commuters who are travelling no more than four kilometres. This distance can be easily ridden by a person of average fitness, bike confidence and in their everyday clothing.

Bike parking at train stations is not targeting the high-speed, elite, lycra-wearing rider, that most drivers see mixing with traffic on roads. It's aimed at average people who simply want to get where they need to go in the quickest, cheapest and easiest way.

Globally, the Portland Model of transport bike riding finds that 60% of people are interested in riding a bike but are concerned for several reasons (<https://www.portlandoregon.gov/transportation/article/158497>). The best way to alleviate concerns and overcome barriers to bike riding participation is separation from motor vehicles and traffic-calming or traffic-slowing measures.

To increase riding and promote the use of bike cages, it's important that train stations are also connected to a wider network of bike paths, lanes and traffic-calmed streets. Routes leading to and from train stations must be accessible for people of all ages and bike riding abilities, separating people who ride bikes from people who drive cars.



## 9. Lay the foundations for the future

While the number of bike facilities required in Australia might be relatively modest by European standards, there is no better time to provide for the future than when building around train stations.

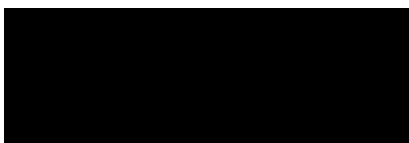
We recommend that any building modifications, upgrades or changes around train stations should also set the foundations and include provisioning for future bike parking demands.

## 10. Summary of recommendations

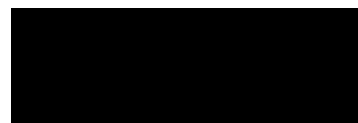
Bicycle Network strongly believes that the provision of bike parking at all train stations is the cheapest and most effective way to meet the future demands of NSW commuters. Therefore, it is our strong position that the Committee adopts the following recommendations:

1. the current Opal-activated bike cage network be rapidly expanded from 10 cages to cages at all stations and transport interchanges
2. use of the cages be accelerated through a behaviour change program
3. guidelines be developed and followed for the construction of all future cages
4. the bike riding infrastructure leading to all cages be improved and traffic calming implemented
5. the foundations for future cages be laid when any works are conducted.

This submission was prepared on behalf of Bicycle Network, July 2017.



Craig Richards,  
Chief Executive Officer



Anthea Hargreaves  
General Manager, Public Affairs