

A decorative graphic consisting of several overlapping, wavy green lines and a pattern of small green dots arranged in a semi-circular arc.

# **ALBURYCITY BICYCLE PLAN 2014-2019**

Prepared by  
Lauren Musil - Road Safety Officer

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A small decorative graphic consisting of a few green dots arranged in a semi-circular arc, mirroring the larger pattern above.

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## **1. EXECUTIVE SUMMARY**

As part of Council's proactive approach for the provision of cycling related infrastructure and facilities, it is considered that a review of bicycle related issues should be conducted every five years. The bicycle plan reviews consist of community consultation, crash analysis, current path usage and consideration of engineering and education issues, with the information gained used to determine the future cycle path network and additional cycling facilities.

Community consultation found a strong need for more bicycle parking facilities and promotion of the links between shared paths and on-road lanes. The majority of the community highlighted the need to create several cycle ways that link from the East of the city to the West and to plan for on road cycling facilities particularly in the Central Business District (CBD)

Crash analysis results from 2007-2011 inclusive, indicated that Albury had considerably higher bicycle crashes (8.7% of total casualty crashes) than both the South West region (3.4%) and the State (5.5%). The types of crashes predominantly included multiple vehicles (93.2%) on roads with a posted speed limit of 50km/h and 60km/h (97.7%). These crashes mainly consisted of cyclists being hit by vehicles emerging from driveways (18.2%) and at intersections with vehicles entering from adjacent approaches (22.7%). The recorded crashes support the need to continue to provide education to the community with regard to sharing the road and cycleway options within the city.

It is recommended that AlburyCity continue to extend and maintain off road cycle ways that link the current shared path network, provide information regarding cycling facilities and plan for on road cycle lanes to enhance and promote cycling within the city.

## **2. INTRODUCTION**

Cycling is a popular recreational activity and mode of transport for residents of all ages in Albury. The AlburyCity Community Plan indicates that cycling is the third most popular activity undertaken by the Albury community with 22.9% of residents choosing to cycle. This is a significantly higher participation rate when compared with to the New South Wales state statistics which has cycling listed as the sixth most popular activity at 7.7%.

AlburyCity recognises that cyclists need to feel safe as road users and supported with on and off road infrastructure and community education. Continual links within the current cycleway network, education for all road and cycleway users and additional complementary facilities are all strategies implemented to enhance and encourage cycling within the city.

The purpose of the AlburyCity Bicycle Plan 2014-2019 is to outline actions that will assist people of all ages and promote an increase in cycling participation.

The plan considers results from, the Community Household Survey (Albury Bike Plan Survey), analysis of crash data, current path and intersection usage and a forward works program for Albury's future cycle ways network.

### **3. BACKGROUND**

An increase in recreational trails that link to the current network and increase in budget allocation to allow for path construction and maintenance were included as recommendations from the previous Albury Bicycle Plan. Community consultation in 2013 has indicated further support for the construction of off road, linked cycleways within the city. Continued support for bicycle parking facilities and education for all road users as to sharing the road has also been identified as key focus areas.

The AlburyCity Bicycle Plan 2014-2019 will influence the strategic actions as outlined in Albury 2030, Community Plan. A Growing Economy is the theme under which the outcome of increased usage of Bicycle and Pedestrian Trails is addressed.

#### **3.1 OBJECTIVES**

In developing the AlburyCity Bicycle Plan 2014-2019 the following objectives were identified:

- plan, increase and deliver a connected cycling network within Albury;
- increase participation in cycling;
- provide safe traffic engineering solutions for roadways that consider cyclists;
- provide cyclists with additional facilities and events to promote and enhance cycling;
- reduce dependency on motor vehicle usage;
- provide access for cyclists to high quality and secure bicycle parking facilities; and
- consider Development Applications as part of an integrated shared path network.

#### **3.2 METHODOLOGY**

The following methodology was employed in preparing the AlburyCity Bicycle Plan 2014-2019:

- consultation with Albury Bicycle User Groups including workshops and surveys;
- key stakeholder consultation;
- review of the Albury Bicycle Plan 2009-2014;
- review of relevant standards and guidelines;
- cycleway route mapping;
- crash data analysis;
- cycle routes development;
- action plan/future stages of development;
- review of NSW bicycle guidelines;
- Austroads relevant standards and guidelines; and
- development of an action plan to address shortcomings/improvements.

## 4. CURRENT SITUATION ANALYSIS

### 4.1 CURRENT INFRASTRUCTURE

Albury has approximately 45 kilometres of off road cycleways spread across the city. Most of the trails are flat, shared pathways that enable cyclists to access a range of services. Albury's off road cycleway network consists of eight named trails that encompass various parts of the city.

These include:

- **The Wagirra Trail** links Horseshoe Lagoon with the South Albury Trail at the Union Bridge. It runs alongside the Murray River with many places to stop and picnic or take a rest. The Wagirra Trail allows cyclists to access a loop around the picturesque Horseshoe Lagoon. This trail is popular with families and visitors to our region.
- **The Bungambrawatha Creek Trail** runs north/south throughout the city from Lavington to the Murray River. It is approximately 6.3km in length, flat and sealed. The trail connects with the Wagirra Trail and the on road cycle lanes in Smollett Street. Many commuters utilise sections of the Bungambrawatha Trail to commute to and from school and work.
- **West Albury Trail** runs north/south and is approximately 2.1km in length and weaves through several reserves and parks. It links to the Wagirra Trail and Noreuil Park. This trail provides direct access into the Kremur Street Boat Ramp area.
- **South Albury Trail** connects the Wagirra Trail to the Albury-Thurgoona Trail. This trail links the east of the city to west via a shared path network. It is a flat, sealed trail that is approximately 1.5km in length. The South Albury Trail provides access to Brown's Lagoon and the Oddies Creek Playground.
- **East Albury Trail** is a sealed pathway mainly used by recreational riders that connects the Albury-Thurgoona Trail to the entrance of Mungabareena Reserve. The current trail is approximately 5 km and will extend along the Riverina Highway to Table Top Road.
- **Albury-Thurgoona Trail** runs from South Albury to Thurgoona. It is approximately 9.5 km in length and is highly utilised by both commuter and recreational cyclists. The trail has minimal road crossings and crosses under the Hume Freeway at Union Road.
- **Thurgoona Trail** extends along Thurgoona Drive and Elizabeth Mitchell Drive. Several housing estates, schools, sports parks and shops are accessed via the Thurgoona Trail. It currently links with the Albury-Thurgoona Trail and is predominantly a flat and sealed trail.
- **Nail Can Hill Trail** is a part of the regional crown reserve, to the west of the city, and is an area of extensive undulating bushland. The Nail Can Hill Trail is used by many riders who enjoy recreational and Mountain Bike Riding. Nail Can Hill Trail is 6.5 kilometres in length and spans from Pemberton Street to Centaur Road.

FIGURE ONE:

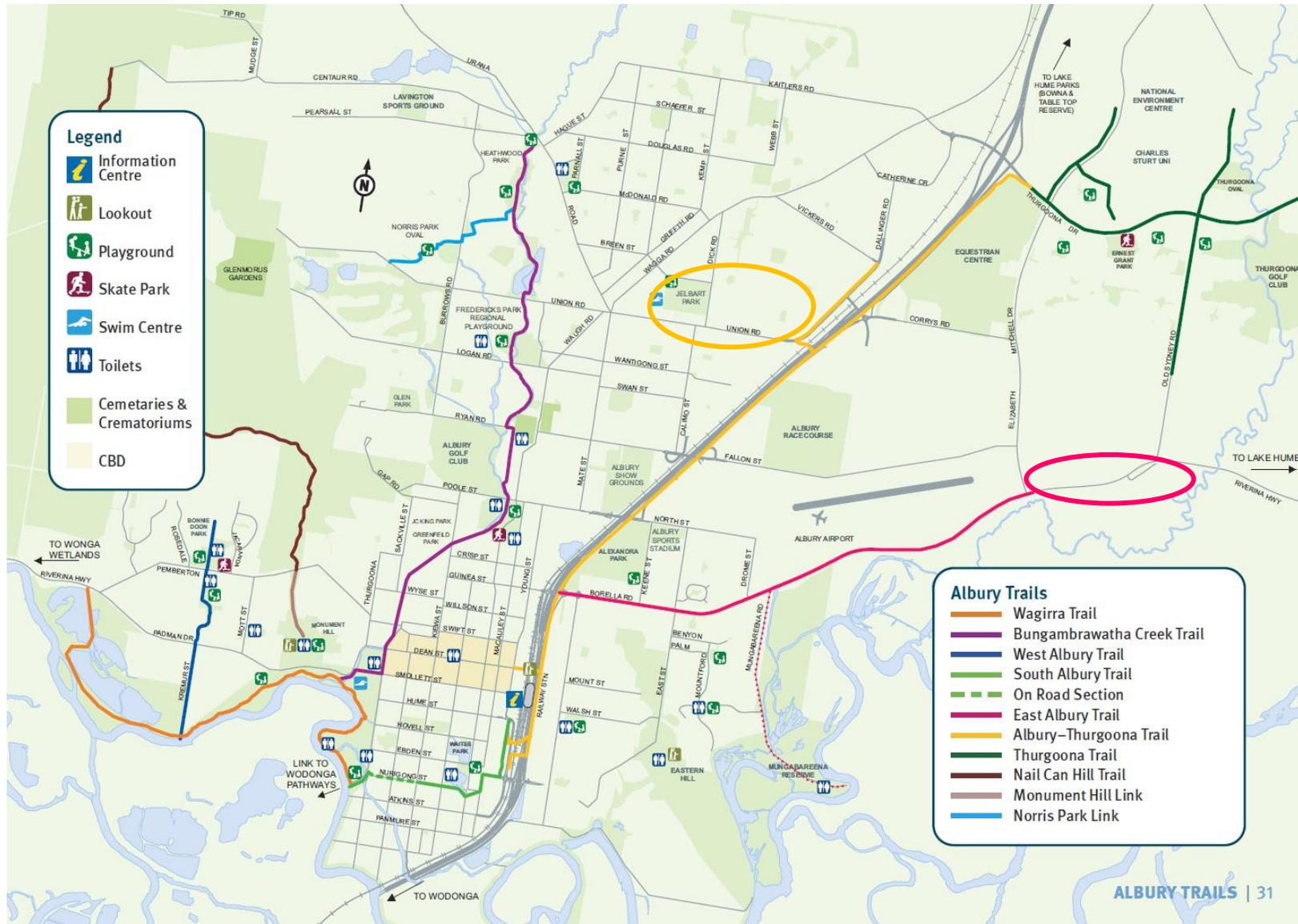


Figure one is a map of Albury's current cycleway network. The circular locations are part of the forward works program.

Recreational riding is a popular activity for many residents of Albury; trails such as the Wagirra Trail and East Albury Trail provide access to parklands and reserves along the Murray River. Shared Path signage and directional signage assist users to find their way around the network and alert riders to changed or potentially hazardous path or road conditions. Dedicated cycle lanes in Albury's CBD encourage cyclists to access shops and facilities within higher density lower speed traffic environments.

#### **4.2 BICYCLE PATH USAGE**

Recent survey results indicate that Albury has a high number (80%) of people who cycle for exercise and recreation. The path with the highest usage was the Albury- Thurgoona trail (36%) when compared with the Bungambrawatha (28%), Wagirra (23%) and Nail Can Hill Trails (11.9%). This trail is approximately 9.5km in length, flat and sealed and links with the South Albury Trail. Several major roads are accessible from this trail which links East Albury to Thurgoona.

AlburyCity's annual bicycle count (Super Tuesday) conducted by Bicycle Network Victoria, reported the Thurgoona Drive and Elizabeth Mitchell Drive intersection to be the busiest on road site in 2013. The total number of riders over a two hour period for this site was 80. The data collected for the Super Tuesday Bicycle count occurred between 7am and 9am on March 5, 2013.

<b>Site</b>	<b>Total number of riders (two hour period)</b>
Thurgoona Drive and Elizabeth Mitchell Drive	80
David Street and North Street	77
Kiewa Street and Bungambrawatha Creek Trail	62
Bungambrawatha Creek Trail and Dean Street	60
Table Top Road and Thurgoona Drive	48

The results of the Super Tuesday count and recent survey data demonstrated the Albury Thurgoona cycleway (off road facility) and intersection of Thurgoona Drive and Elizabeth Mitchell Drive (on road) is extensively utilised by the community during various parts of the day. This particular site recorded a 122% increase of riders from 2012 to 2013. The David Street and North Street intersection also had an increase in cyclists from 2012 to 2013, 71% increase in cyclists was recorded which made this intersection Albury's second busiest site. The majority of cyclists were travelling from north to west along David Street and North Street toward the Bungambrawartha cycleway which links to Central Albury. The path usage data and comparison of Super Tuesday results support the need to plan and consider a range of on and off road cycleways to connect the current network to a range of amenities.

## 5. DATA COLLECTION AND ANALYSIS

### 5.1 COMMUNITY HOUSEHOLD SURVEY

A Community Household Survey (Albury Bike Plan Survey), was delivered to all Albury households in March 2013. Questions were based on information about general cycling and cycleway use and included demographic data and the frequency of cycling. The survey provided respondents with a section to comment on areas where they would like to see future infrastructure and cycleways.

The number of returned surveys was 1,212 with a total of 2,432 responses (each survey could indicate up to five respondents). Survey questions were based on current path usage and barriers of cycling in and around the City of Albury. A hard copy and online survey were available to residents. Residents were supplied with a 'reply paid' envelope to return their survey to AlburyCity or alternatively deliver it to drop points set up at the Albury Library/Museum, Lavington Library, and bicycle shops "The Full Cycle of Albury", "Bicycle Superstore Lavington" and "Pushy's Bike Warehouse". Comparisons between data collected from a bicycle survey carried out in 2007 and the 2013 data demonstrate the following:

- There were 954 more survey responses returned in 2013 than in 2007 due to improved community engagement methods, making the survey available online and in a hard copy;
- There were a greater number of female respondents in 2013 (49.1%) compared to 2007 (46%);
- The majority of respondents to the 2013 survey were aged 40+ years (35%) with 75% of respondents indicating that they cycle. Half of the respondents indicated that they cycled daily (14%) or a few times a week (36%). Of the respondents who indicated they did not cycle, 43.7% did not own a bike compared with 56% in 2007 and 51% in 2001;
- A total of 76% of cyclists indicated they plan and alter their cycle routes to use the off road cycle ways. When compared with the 2007 data, this indicates an increase of 16%;
- There was a decrease in respondents who indicated they wore high visibility or brightly coloured clothing from 2007 to 2013. Only 30% indicated they did so, a decrease of 15% from 2007. The crash analysis has identified that although the pedal cycle crashes in Albury are trending down; the Albury crash statistics are higher than both NSW and the South West region. An increase in more cyclists wearing high visibility clothing may reduce the number of crashes involving cyclists;
- The average distance travelled by the majority of cyclists per trip was 11-20 kilometres (22.4%) followed by 3-5 kilometres (21.8%) and 6-10 kilometres (21.4%). This indicates that the community are choosing to cycle for shorter trips;
- 72% of respondents indicated that the main purpose for cycling was for exercise or recreationally. 11% travelled to the shops and 9% travelled to work;

- When asked if respondents considered Albury a safe place to ride a bike, there was a 19% increase of respondents who answered yes. In 2007 51% indicated they felt safe riding their bike in Albury compared with 70% of respondents in 2013;
- More people are using the Albury Trails Guide in 2013 (40%) compared to 2007 (25%);
- An increase in respondents indicating they agree that the Bungambrawatha Creek Trail provides an excellent link between the North and South of the city, 68% in 2013 compared with 52% in 2007; and
- 78% of respondents agreed that the Albury-Thurgoona path provides an excellent link for cyclists and pedestrians between the North and South of the city. This section of path links South Albury to Thurgoona with minimal road crossings.

## **5.2 COMMUNITY WORKSHOPS**

Three community workshops were held in Albury during the consultation period. Information was sought from those who attended the workshops based on the type of cyclist they were, current cycle routes used and future planning and infrastructure they would like to see in Albury.

## **5.3 TYPES OF CYCLISTS**

During the community workshops, cyclists were asked to indicate the category/purpose that the majority of their cycling was undertaken. The categories are as follows:

<b>Type of Cyclist</b>	<b>Percentage of cyclists</b>
School children (Ride to school, in the street or on paths)	3.9
Mountain Biker (Use the off road trails)	9.9
Recreational (Ride for enjoyment)	38.6
Commuter (To and From Work, University, TAFE)	10.8
Utility (Riding for a purpose, eg. Shopping)	12.8
Touring (Long distance cycling, solo or in a group)	6.9
Sporting (Enjoy riding solo or with others to keep fit)	16.8

The above data was collected from the community workshop sessions. It must be noted that this data set is different to the data set from the Community Household Survey (Albury Bike Plan Survey).

## **5.4 CURRENT CYCLE ROUTES**

Community workshops indicated that the majority of riders used current cycle paths for enjoyment and exercise. Participants were given a map and asked to indicate current paths or sections of road they used. Cycleways running in a north/south direction such as the Bungambrawatha Creek Trail, Albury-Thurgoona Trail and Wagirra Trail were highlighted as being heavily utilised by riders for enjoyment and exercise.

## 5.5 FUTURE PLANNING AND INFRASTRUCTURE

Connectivity of current and future cycleways was discussed at the community workshops. Cycleways running in a north/south direction received positive feedback, however east/west connections to these cycleways were lacking. A 'more connected' cycleway network linking cyclists to community facilities was requested.

## 5.6 BICYCLE CRASH ANALYSIS

Crash data supplied by NSW Roads and Maritime Services was analysed and interpretations of trends were considered using bicycle related crashes from 1996 – 2011 inclusive. The data considered road user movements, age, gender and locations of crashes.

This data was used to assist and guide the AlburyCity Bicycle Plan 2014-2019 and determine any patterns or issues that have been consistent during this time.

FIGURE ONE:  
**Number of crashes involving a cyclist**

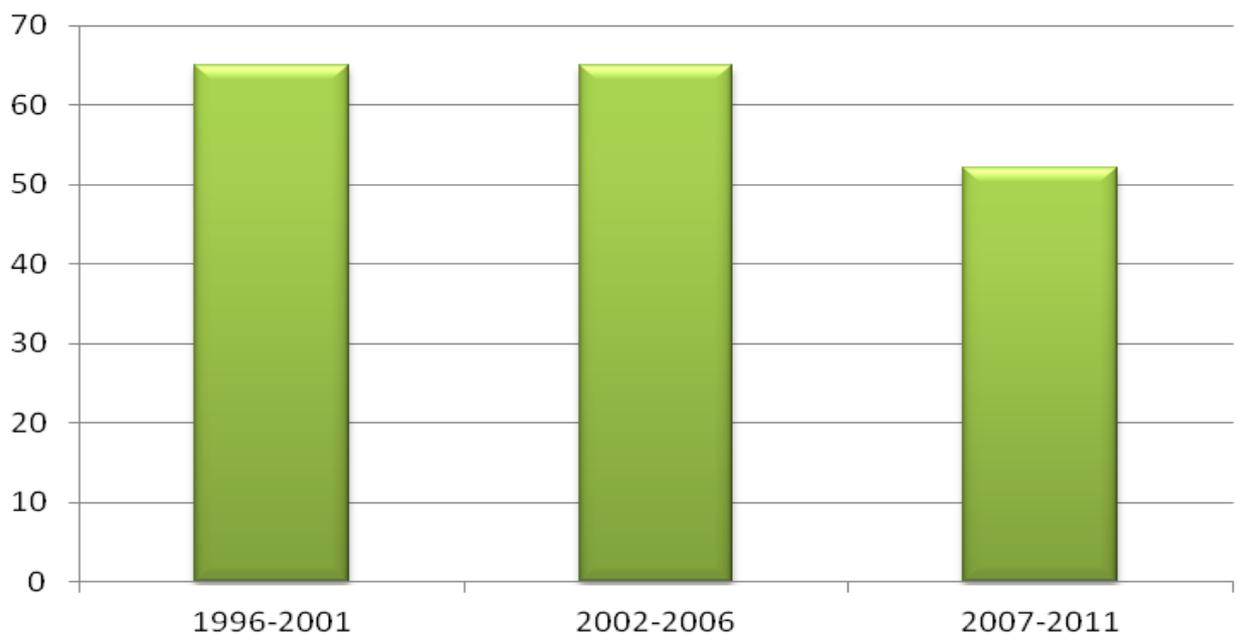


Figure one demonstrates a crash data analysis and indicates that there has been a decrease in recorded crashes over each five year period since 1996. The number of cyclist crashes for the period from 2002-2006 was 65 compared to 52 in the five year period ending in 2011. This can be attributed to an increase in off road cycleways, promotion of the path network and targeted education programs.

Of the crashes recorded between 2007 and 2011, 63% occurred in the afternoon or evening and 37% occurred in the morning. It could be considered that of these crashes 40% of them involved a commuter cyclist due to the time of the crash between the hours of 7am-9am and 4pm-6pm. Results from the Community Household Survey (Albury Bike Plan Survey), indicated that 30% of respondents wore high visibility clothing. Further education to wear high visibility clothing and promotion to share the road could assist in decreasing the number of crashes between motorists and cyclists.

FIGURE TWO:

**Age Groups of Pedal Cycle crashes**

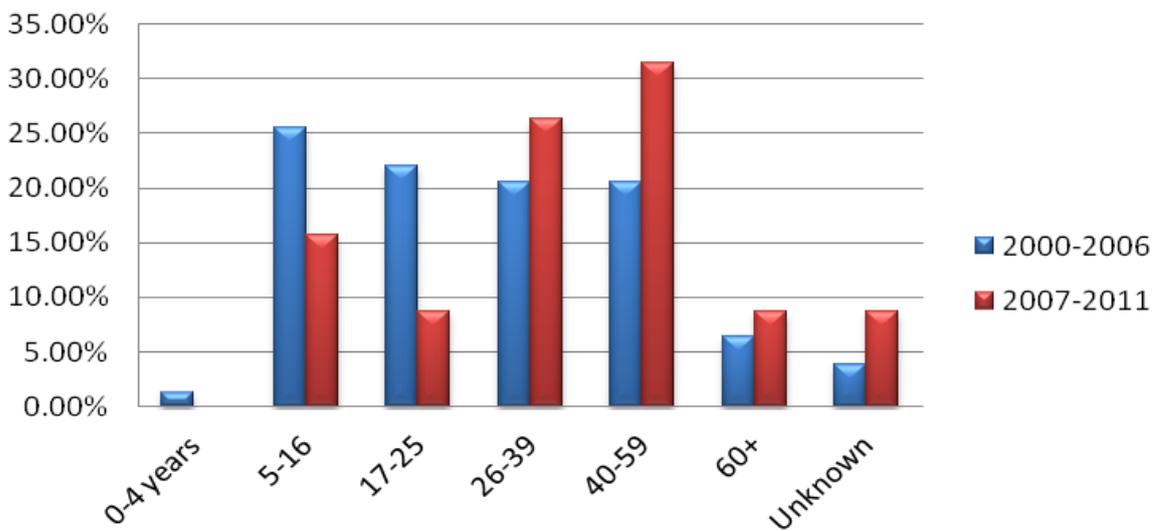


Figure two shows the age groups of reported pedal cycle crashes and compares the two sets of five year crash data from 2000-2006 to 2007-2011 as provided by NSW Roads and Maritime Services. The highest percentage of recorded pedal cycle crashes between 2007 and 2011 involved a person aged 40-59 years. This is an increase of 11% from the previous five years (2000-2006). In the past five years there has been an increase in pedal cycle crashes from the 26-60+ age range and a decrease in crashes from 0-25 years of age. The highest age range of respondents from the Community Household Survey (Albury Bike Plan Survey), was aged 26 years and above. An increase in cyclists in this age range may be a contributing factor to the higher representation when compared with other age ranges. It is a recommendation that further education of cyclists aged 26 years and above with regard to the use of high visibility clothing, off road cycleways connections and additional safety information be considered.

## **5.7 BICYCLE PARKING FACILITIES**

In addition to further development of on road and off road cycleways, secure bicycle parking facilities are an integral part of encouraging more people to cycle as a primary mode of transport within our city. Bicycle parking facilities should be consistent throughout the city and consider the immediate surrounds. To be effective, bicycle parking needs to be secure, capable of supporting the bicycle without damage and be located where it is accessible to cyclists, in public view and where it does not inhibit pedestrian flow. The location of facilities should be determined by assessing nearby services, number of parking facilities in the immediate area and requests from the community.

## **5.8 ROAD SAFETY MARKETING AND EDUCATION**

Cycling promotes good health and longer life, however is still perceived as 'unsafe' by some cyclists in Albury. This is especially the case for female cyclists who are an under-represented group among regular cyclists in the community. This perception is a barrier to increased cycling in the city.

Educational projects and events are implemented on an annual basis to promote the safety of cyclists, pedestrians and motorists. The attitude and behaviour of some motorists towards on road cyclists is a factor in public perceptions of the danger of cycling. The attitudes and behaviours of some cyclists to car drivers and sharing the road space can lead to resentment of cyclists. An increase in on road cyclists and information regarding responsibilities to share the road as a cyclist and motorist are part of ongoing road safety education in the Albury community.

Promotion of the current path network facilities via the Albury Trails Guide is a large part of informing and retaining new and existing cyclists.

## **5.9 GROWING PARTICIPATION**

AlburyCity has continued to promote cycling as a safe and efficient mode of transport. Continued support and implementation of cycling events, education programs and bicycle counts have occurred on a regular basis.

AlburyCity will promote Ride to Work Day, New South Wales Bike Week and the annual Super Tuesday Bicycle Count to further inform planning for cycleways and the installation of complementary facilities. Strategies to address growing participation for cycling form part of Albury's Community Strategic Plan - Albury 2030.

## **6. IMPLEMENTATION**

Albury's future path networks and the installation of complementary facilities for cyclists will consider the following:

- safety of proposed path network;
- likely usage;
- cost and benefit of facility;
- connectivity with existing Albury Trails and community facilities;
- impact on the local community;
- ease of construction;
- community feedback;
- integration with existing Council programs; and
- connectivity to transport interchanges.

Connectivity to the existing trails and transport interchanges will be assessed and determined to create an interconnected transport system. Consideration of path networks and links to amenities will be identified and the impact on the local community identified. Community consultation will form part of infrastructure planning and appropriate forms of communication will be undertaken. The cost of installation, benefit to the Albury community and material longevity will be taken into consideration. Proposed cycleways and lanes will promote cyclist safety and consider all road and shared path users.

### **6.1 KEY FOCUS AREAS**

Current works will create a section of shared path along Union Road to Dick Road connecting cyclists to the Jelbart Park Sporting Precinct, Lavington Swim Centre and Mirambeena Community Centre. This connection will allow travel in an east/west direction and extend the Albury-Thurgoona Trail.

The East Albury Trail will extend from Old St John's Road to Table Top Road in the form of an off road shared path. This path will link cyclists to several housing estates and the Thurgoona Community Centre and forms part of the current works program.

## 6.2 STRATEGIC OBJECTIVES

The Albury 2030 Community Plan addresses the actions, timeframe and persons responsible to achieve increased usage of bicycle and pedestrian trails.

Outcome 1: Increased usage of bicycle and pedestrian trails					
	Action	Time Line	Indicators	Person Responsible	Key Performance Measure
1	Provide secure parking opportunities across the city	2012-2016	<ul style="list-style-type: none"> <li>Audit of current bicycle parking facilities.</li> <li>Community feedback relating to site specific locations</li> </ul>	<ul style="list-style-type: none"> <li>AlburyCity</li> <li>Businesses</li> <li>Educational Providers</li> </ul>	<ul style="list-style-type: none"> <li>Increase by 5% the available parking locations (base 2010) by 2016.</li> </ul>
2	Provide clearly marked bicycle lanes throughout the city- construct wider footpaths where located close to current or proposed off road cycle paths for shared use	Ongoing	<ul style="list-style-type: none"> <li>Audit of current footpaths and cycleway network.</li> <li>Investigate off road and on road connections.</li> <li>Investigate footpaths close to current network and investigate widening to 2.0-2.5m to extend shared path network.</li> </ul>	<ul style="list-style-type: none"> <li>AlburyCity</li> </ul>	<ul style="list-style-type: none"> <li>Increase network of on road bicycle lanes by 400m through the marking and reconfiguration of lanes where able (base 2010) by 2016.</li> <li>Increase length of off road bicycle paths by at least 1000m (base 2010) by 2016.</li> </ul>
3	Promote bicycle travel as an efficient and healthy alternative to car travel - infrastructure and businesses to support this	Ongoing	<ul style="list-style-type: none"> <li>Participate in the Super Tuesday Bicycle Count</li> <li>Participate in NSW Bike Week, Ride to Work Day and Ride to School day.</li> <li>Promote cycling via behavioural education programs.</li> </ul>	<ul style="list-style-type: none"> <li>AlburyCity</li> <li>RMS</li> <li>Businesses</li> </ul>	<ul style="list-style-type: none"> <li>Increase usage of recreational bike paths by 5% (base 2010) by 2016.</li> <li>Improve ranking from 27th overall (based on Super Tuesday 2011 annual bike count: "busiest count sites from across the country"- Albury has an average of 0.7 riders per minute) by 2016.</li> <li>Four bicycle safety and promotional activities per year conducted through AlburyCity Road Safety Officer Program.</li> </ul>

Outcome 1: Increased usage of bicycle and pedestrian trails (cont...)					
	Action	Time Line	Indicators	Person Responsible	Key Performance Measure
4	Improve connectivity of cycle paths	2012-2016	<ul style="list-style-type: none"> <li>• Audit of current cycleway network.</li> <li>• Assess current cycle routes and investigate ways to link network.</li> <li>• Consider community feedback regarding paths and safety.</li> </ul>	<ul style="list-style-type: none"> <li>• AlburyCity</li> <li>• Businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Five minor connectivity improvements identified and resolved by AlburyCity by 2016.</li> </ul>

6.3 CYCLEWAYS PROGRAM 2014-2019

Stage	Description	Width	m	Material	Cost	Off-road	On-road	Albury City cost	RMS Cost
14/15	Construct off road 2.5m wide path on Riverina Highway from Old St John's Road until approx 400m East of Old St John's Road (approx 400m).	2.5m	400m	Hot mix	\$100,000	Yes		\$50,000	\$50,000
<b>Total 14/15</b>								<b>\$50,000</b>	<b>\$50,000</b>
15/16	Construct off road 2.5m wide path on Riverina Highway from approx 400m East of Old St John's Road to Table Top Road (approx 450m).	2.5m	450m	Hot mix	\$112,500	Yes		\$56,250	\$56,250
<b>Total 15/16</b>								<b>\$56,250</b>	<b>\$56,250</b>
16/17	Widen existing off road 1.0m wide path to 2.5m wide path, northern side of Union Road from Yarramba Crescent to Dick Road (approx 200m).	2.5m	200m	Concrete	\$40,000	Yes		\$20,000	\$20,000
16/17	Widen existing off road 1.0m wide path to 2.5m wide path, on Dick Road from Union Road to Nowland Avenue (approx 80m).	2.5m	80m	Concrete	\$16,000	Yes		\$8,000	\$8,000
<b>Total 16/17</b>								<b>\$28,000</b>	<b>\$28,000</b>
17/18	Construct 2.5m wide path on Northern side of Nowland Avenue from Dick Road to Moore Street (approx 400m)	2.5m	400m	Concrete	\$80,000	Yes		\$40,000	\$40,000
<b>Total 17/18</b>								<b>\$40,000</b>	<b>\$40,000</b>
18/19	Widen existing off-road 1.2m wide path to 2.5m wide path, eastern side of Moore Street from Nowland Avenue to Kaylock Road (approx 280m).	2.5	280m	Concrete	\$56,000	Yes		\$28,000	\$28,000
<b>Total 18/19</b>								<b>\$28,000</b>	<b>\$28,000</b>

## 7. APPENDICES

### APPENDIX ONE:

#### 7.1 COMMUNITY HOUSEHOLD SURVEY (ALBURY BIKE PLAN SURVEY) RESULTS

The results from the 2013 Community Household Survey (Albury Bike Plan Survey) were as follows:

**Number of returned surveys:** 1,212

**Number of responses:** 2,432

Number of male responses	1,201
Number of female responses	1,159
Did not indicate	72

#### Age group of respondents

0-4yrs	1%
5-16yrs	9%
17-25yrs	5%
26-39yrs	10%
40-59yrs	22%
60+yrs	15%

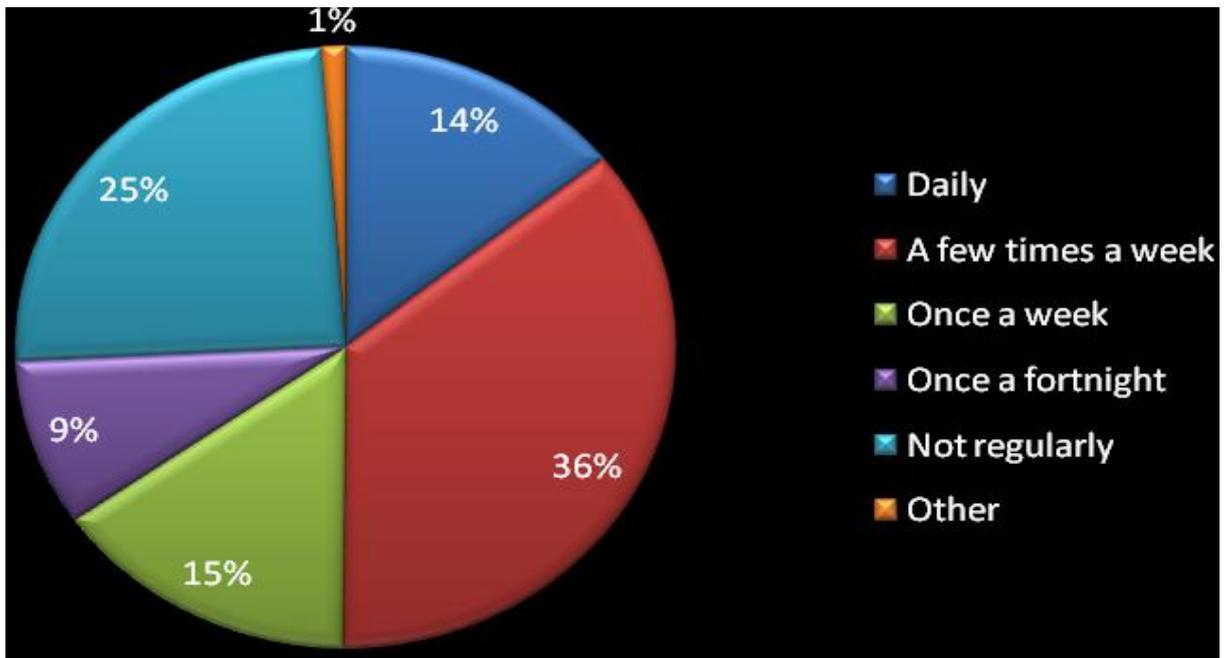
#### Number of cyclists

1,749	75% of respondents
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#### Q2. If you do not cycle, please indicate why.

Poor facilities	17.1%
Not safe	19.4%
Inconvenient	16.9%
No Bike	43.7%
Other	2.6%

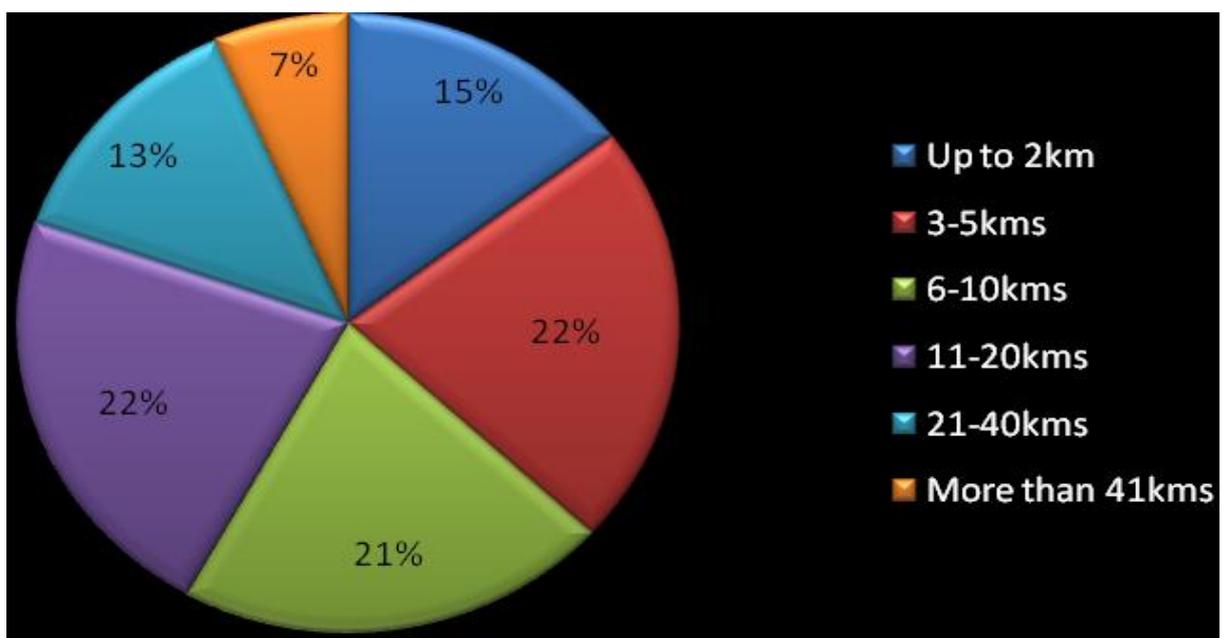
**Q3. How often do you cycle?**



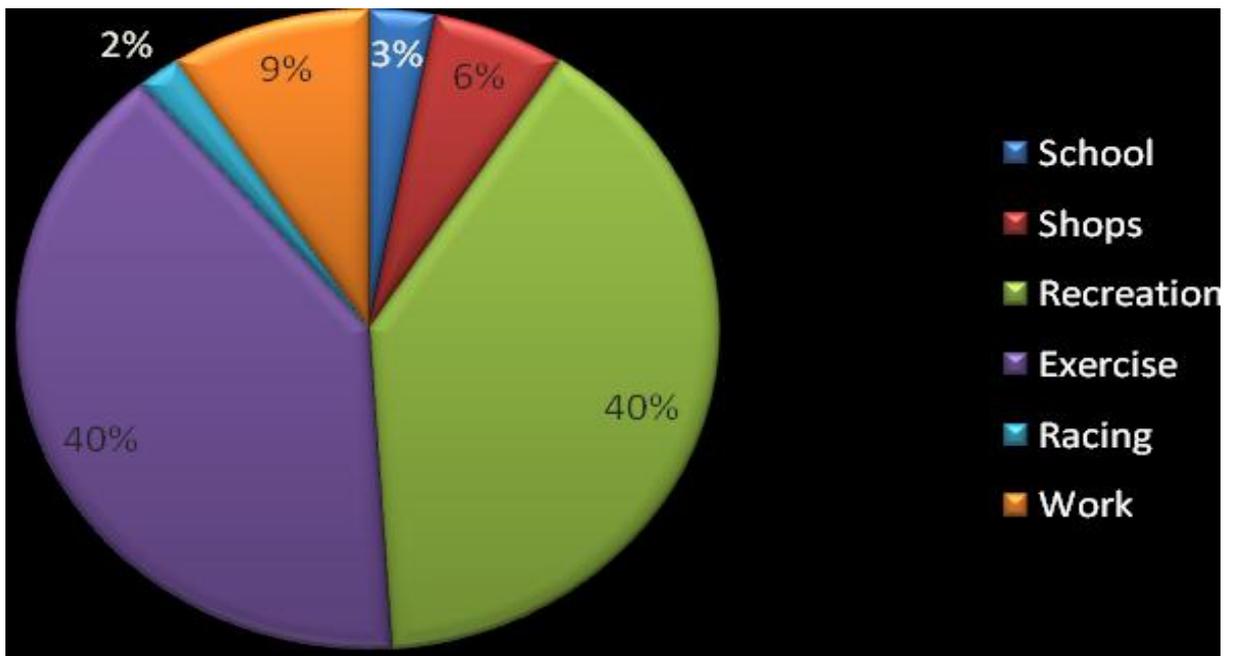
**Q4. Do you wear high visibility (brightly coloured or reflective) clothing while cycling?**

Yes	30%
No	48%
No response	22%

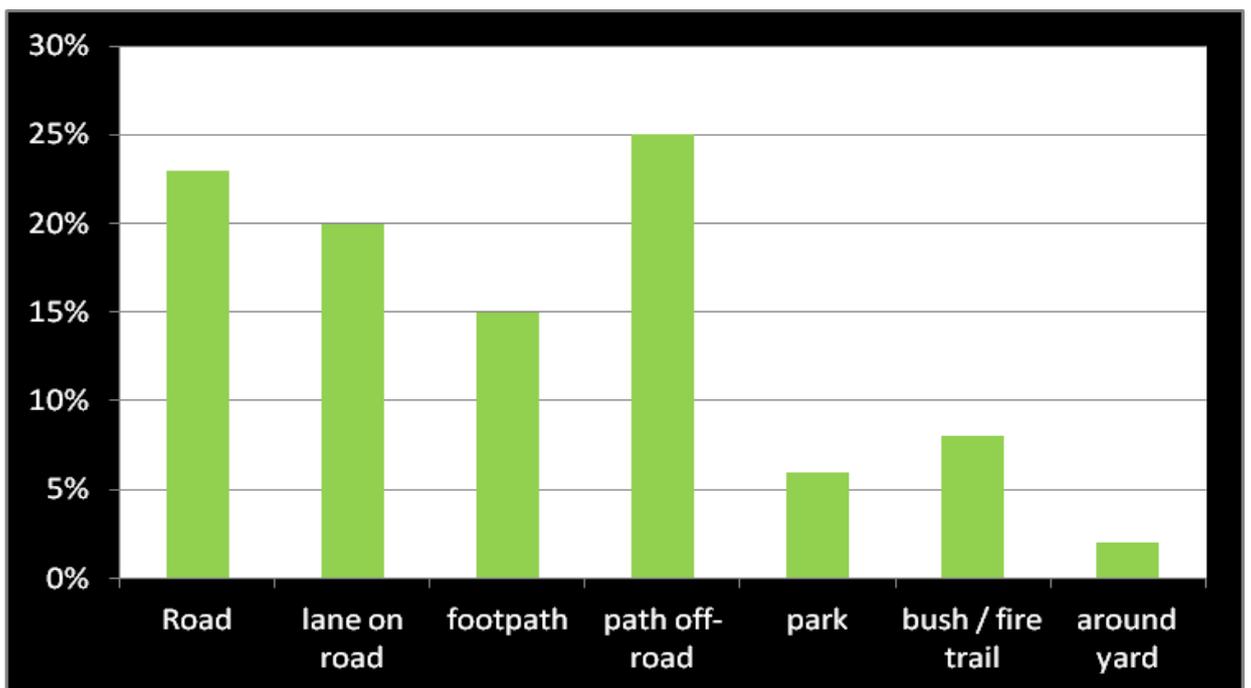
**Q5. What is the average length of your cycling trip?**



Q6. What is the main purpose of your cycling trip?



Q7. What type of path do you use?



**Q8. How long have you been cycling?**

0 -5 yrs	27.3%
6 – 10yrs	16.2%
11 – 15 yrs	7.7%
Over 15 yrs	48.7%

**Q9. Which Cycle Paths do you ride on?**

Bungambrawatha Creek cycle path	28.3%
Murray River Trail/Wagirra Trail	23.9%
Tracks on Nail Can Hill	11.9%
Albury/Thurgoona cycle path	35.7%

**Q10. Please answer Yes or No to the following questions**

**a) Do you alter or plan your cycle routes to use the off-road bike paths provided?**

Yes	76%
No	24%

**b) Do you consider Albury a safe place to ride a bike?**

Yes	70%
No	30%

**c) Have you used the “Albury City Trails” brochure?**

Yes	40%
No	60%

**d) Are there enough bike tracks in Albury?**

Yes	26%
No	74%

**Q11. The Bungambrawatha Creek path provides an excellent link for cyclists and pedestrians between the North and South of the City. Do you:**

Strongly Agree	29%
Agree	39%
Undecided	28%
Disagree	3.0%
Strongly Disagree	0.5%

**Q12. The Albury/Thurgoona path provides an excellent link for cyclists and pedestrians between the North and South of the City. Do you:**

Strongly Agree	36.6%
Agree	41%
Undecided	18.0%
Disagree	3.0%
Strongly Disagree	0.0%

APPENDIX TWO:

7.2 COMMUNITY WORKSHOP CYCLIST RESULTS

## Community Workshop- Types of Cyclist

