

Liverpool Bicycle User Group /Bicycle New South Wales

2011 State Election Candidate Questionnaire

Response by Dr Andrew McDonald

Candidate for Macquarie Fields

Section B: Specific Questions Regarding Policy Positions

1. Have you read the NSW Bike Plan? (Copy at www.bicycleinfo.nsw.gov.au)

Yes

If yes, what would improve the NSW Bike Plan?

The number of cycleways to/from the Macarthur area needs to increase

2. How could the Government (RTA , Department of Transport or other department) better address the needs of people who bicycle?

I have copies of old NSW Bike plans. Not all of them have been followed in full.

3. Do you consider that the proposed \$158m over 10 years (0.2% of the transport budget) in the latest NSW Bike Plan is sufficient for delivering and adequately promoting better cycling facilities and opportunities across all of NSW, including meeting the cycling targets in the BikePlan ?

No

- 1) Please state you reasons

a) Increasing traffic means that the pressure to not add bike lanes will increase. Bicycling is unpopular with the shock jocks.

- 2) What amount or proportion of the transportation budget do you think should be spent?

At least 1%

4. Are you familiar with the recommendations of the NSW Staysafe Committee on Vulnerable road users ?

<http://www.parliament.nsw.gov.au/Prod/parlment/committee.nsf/0/9E5130ABDFD436A3CA2577ED0002DED3>

Yes. I should be, I am one of the authors.

If yes, are there any that you are particularly supportive of?

See my speech in parliament

Dr ANDREW McDONALD (Macquarie Fields—Parliamentary Secretary) [1.29 p.m.]: It gives me great pleasure to speak on the report of the Joint Standing Committee on Road Safety into vulnerable road users. Bicycling is perceived as dangerous, which is a problem because it is a very healthy form of commuting. It says it all about the perceived danger that even the Deputy Leader of the Opposition, my political opponent and a decent person, expressed concern about my safety when I told her that I rode my bicycle to Parliament occasionally. Bicycle riding in developed countries saw steep declines from the 1950s, despite the fact that the health benefits are clear. Anderson's study in 2000, involving 30,000 people, showed a 40 per cent decreased risk of mortality for those who cycled to work. Cycling carries a five to 10 times higher risk of injury per kilometre travelled than driving a car. However, when viewed from the perspective of physical activity and health, the life expectancy benefits from cycling have been estimated to be 20 times the risk of injury. Much of our population does not feel it is safe to cycle, especially women, adolescent girls and older adults. In countries with higher rates of active travel, such as the Netherlands, these population groups achieve higher levels of physical activity through active transport, which is a major contributor to reduced obesity levels in those societies. The public health literature is clear: habitual activity is much better for physical health than structured exercise. I will now highlight some of the recommendations in the report. Recommendation 6 is one that I think should be adopted. Bike boxes have been proved to be safe for cycling and significantly increase participation rates worldwide. Similarly, recommendation 7 relating to scramble crossings is noteworthy. However, I point out that traditionally the Roads and Traffic Authority has done extremely poorly in terms of signalling for bicycles. I give the example of the intersection of King Street and Kent Street, where the poor signalling of bike movements means that most cyclists ignore the red light.

Recommendation 8, which relates to shared paths and zones, is important because many shared paths and zones that are used are completely unsuitable for shared use. I give the example of the

bicycle lane along Victoria Road to the city, which is basically a footpath with many obstacles and a few bicycles painted on it. I agree that this was the only compromise available to the Roads and Traffic Authority in an attempt to get cyclists to use Victoria Road. However, significant safety concerns remain. Recommendation 14 relates to road rules. One problem for vulnerable road users is that the road rules are poorly understood by many licensed drivers. The continuing education of drivers about changes in the road rules is vital for road safety.

5. *What do you believe keeps more people from bicycling today? (rank 1-6, 1 is highest)*

- 1 Availability of marked/separated paths*
- 2 Aggressive driver behaviour*
- 4 Expense of equipment*
- 5 Difficulty to park or leave a bicycle at destination*
- 3 Skills*

6. *What are the key benefits of more people on bicycles? (for each: 1= Very important; 2=Important; 3= Not important)*

- 2 Reducing road congestion*
- 2 Sport and recreation*
- 1 Community benefit (social, retail, access, etc)*
- 2 Decreased pollution and green house gas*
- 1 Improved health*
- 1 Reduced cost of transport for families*
- 3 More cycling gold medals*
- 2 Safety in numbers*

Section D: Specific Policies Relating to Liverpool Area

1. What are the key areas that you would like to highlight about what you have led or contributed to help promote cycling and the safety of those who cycle in South Western Sydney ?

The spring cycle, and my example. See above

2. Looking forward, what areas would you like to see addressed that would be of interest those who bicycle or those who may wish to?

We need more connection in bike lanes.

3. Comment on your support or otherwise of the NSW Bike Plan and its objectives (Visit www.bicycleinfo.nsw.gov.au)

We need to ensure it is implemented.

4. Are you aware Liverpool is one of the nominated as part River Cities Bike Program in the NSW Bike Plan?

Yes

5. What would improve the planning or implementation of the Liverpool River Cities Bike Program .

Ensuring that the funding is actually allocated.

Please circle the most appropriate answer

6. Will you lobby for (and vote in favour of) additional funding of cycling infrastructure out side the 50/50 funding scheme

Strongly Agree.

7. Do you support a coordinated and planned approach to infrastructure development that incorporates cycling infrastructure as an important participant in transport planning?

Strongly Agree.

8. Do you Support the provision of shared paths and / or cycleways as an integral part of all real estate developments?

Strongly Agree.

9. How could the Government (RTA , Department of Transport or other department) better address the needs of people who bicycle?

Remember that they are legitimate road users.

10. How will you assist in progressing the replacement of the shared user bridge (pedestrian /cycling) over Georges River at Liverpool Weir, as part of the River Cities Plan. (Since the removal of the bridge the only legal cycle route to and from Liverpool CBD to the east is riding on Newbridge Road – an arterial road).

I was unaware that it was at risk (it is not in my electorate). Newbridge road is too dangerous. This is a matter for the NSW government

11. How would you assist the progressing the missing section of the Chipping Norton Lakes Shared Use Cycle Path in Riverside Park.

This is a matter for the NSW Government, perhaps with involvement of local council.

Candidates Name: **Andrew McDonald**

Signature:

Date: **21.3.11**