



# Australian Association of Bush Regenerators

## **BICYCLES IN BUSHLAND 1 (Bicycle Paths)**

### **1. RELATED POLICIES**

**Bicycles in Bushland 2 (Informal Use)**

### **2. CURRENCY**

2.1 This policy came into effect in 2002 and will remain current until amended or revoked

### **3. INTRODUCTION**

- 3.1 This Policy addresses the opinion of the Australian Association of Bush Regenerators in respect to bicycle access to bushland areas through formalised means.
- 3.2 As AABR has no regulatory role in the matter of bicycle access to bushland area, this policy document aims to serve the purpose of a reference point for AABR members and others who are involved in the issues relating to bicycle access to bushland.
- 3.3 This policy may be used freely by any AABR member or others with the proviso that the policy title is cited as ‘Bicycles in Bushland (Bicycle Paths) Policy, Australian Association of Bush Regenerators (NSW) Inc. 2002’ and that the wording is reproduced in full, without paraphrasing or condensing.

### **4. BACKGROUND**

- 4.1 There are many isolated remnants of bushland remaining in urban peri urban and rural Australia, each facing a range of pressures which compromise their sustainability and viability.
- 4.2 Many bushland remnants remain along watercourses or form other types of corridors, either through design or chance.
- 4.3 Remnant bushland areas are home to a range of faunal species which may be sensitive to such human impacts as noise, light, scent and litter.
- 4.4 Cycling is a pursuit which creates many advantages to the individuals undertaking the activity, as well as to the community, including health and leisure for the individual and a reduction or non-production of greenhouse and other pollutants.
- 4.5 Many road systems are not suited to safe cycling
- 4.6 Commuting and recreational routes are needed for cyclists



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## 5. FRAMEWORK

### **AABR supports:**

- 5.1 Preservation, enhancement and appropriate management, in terms of area, ecological integrity, connectivity and sustainability of all endangered ecological communities
- 5.2 Preservation, enhancement and appropriate management of all remnant urban bushland
- 5.3 Maintaining and enhancing vegetation corridors between areas of remnant bushland
- 5.4 Recreational and other human uses of bushland areas which do not compromise ecological integrity, connectivity and sustainability of these areas

## 6. POLICY DETAIL

### **AABR advocates, and will work towards, whenever possible and appropriate:**

- 6.1 The restriction of bicycle paths to non bushland areas
- 6.2 No construction of bicycle paths through or immediately adjacent to any Endangered Ecological Community
- 6.3 No construction of bicycle paths in linear reserves or in or adjacent to remnant bushland areas where the construction of a path and associated landscaping will compromise any of the values outlined in Point 5 (above)
- 6.4 Where bicycle paths are built adjacent to bushland, all potential impacts must be taken into account, including landscaping, noise, odour, litter and light, and the paths be made impact neutral.
- 6.5 The creation of on-road bicycle friendly routes near to bushland with points of access to the bushland to encourage cyclists to travel to those areas
- 6.6 The construction of bicycle storage facilities (racks or lockers) at popular bushland areas, so that bicycles can be left safely