



AUSTRALIAN
BICYCLE COUNCIL



NATIONAL CYCLING
STRATEGY 2011-16

2014

Implementation
Report

The Australian Bicycle Council coordinates the implementation of the Australian National Cycling Strategy 2011 - 2016. The Council is supported by Austroads and the Commonwealth Department of Infrastructure and Regional Development.

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Photo courtesy of the Northern Territory Department of Transport

Governance

Transport and Infrastructure Council

Commonwealth, state, territory and New Zealand Ministers with responsibility for transport and infrastructure issues, as well as the Australian Local Government Association.

Transport and Infrastructure Senior Officials Committee (TISOC)

Heads of transport departments and road authorities from the Commonwealth Government, each state/territory as well as New Zealand. A representative from local government and the NTC are also members of this group.

Austrroads

Association of Australian and New Zealand road transport and traffic authorities.

Australian Bicycle Council

Australian Bicycle Council

The Australian Bicycle Council (ABC) was established in 1999 to oversee the implementation of the first Australian National Cycling Strategy. The ABC consists of representatives from Commonwealth, state, territory and local government agencies as well as non-government cycling organisations and the bicycle industry.

The role of the ABC is to:

- Oversee and coordinate the implementation of the Australian National Cycling Strategy.
- Provide a forum for the sharing of information between stakeholders involved in the implementation of the Strategy.
- Maintain a repository of information and resources relevant to providing for and promoting increased cycling in Australia.

The secretariat of the Australian Bicycle Council is provided by Austroads with funding from the Commonwealth Government.

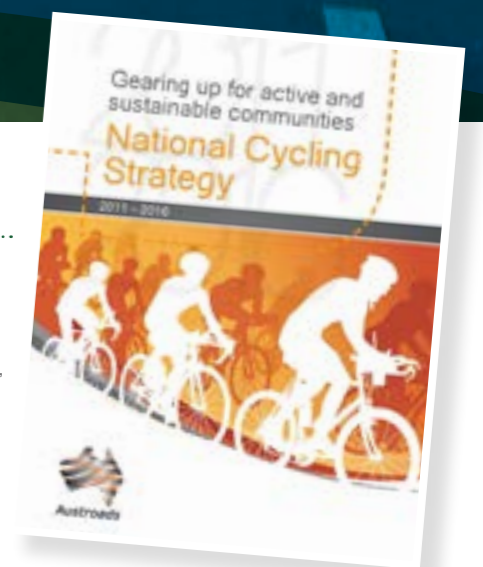
National Cycling Strategy 2011-16

The National Cycling Strategy 2011-16 was approved by Ministers in November 2010. The Strategy aims to double the number of people cycling in Australia by 2016.

This is Australia's third National Cycling Strategy (NCS). Since the first strategy, which was introduced in 1999, the Australian Bicycle Council has played a role in coordinating, implementing and reporting on the strategy.

The Strategy has six key priorities and objectives.

- **Cycling promotion:** promote cycling as both a viable and safe mode of transport and an enjoyable recreational activity.
- **Infrastructure and facilities:** create a comprehensive and continuous network of safe and attractive bicycle routes and end-of-trip facilities.
- **Integrated planning:** consider and address cycling needs in all relevant transport and land use planning activities.
- **Safety:** enable people to cycle safely.
- **Monitoring and evaluation:** improve monitoring and evaluation of cycling programs and develop a national decision-making process for investment in cycling.
- **Guidance and best practice:** support the development of nationally consistent guidance for stakeholders to use and share best practice across jurisdictions.



Highlights

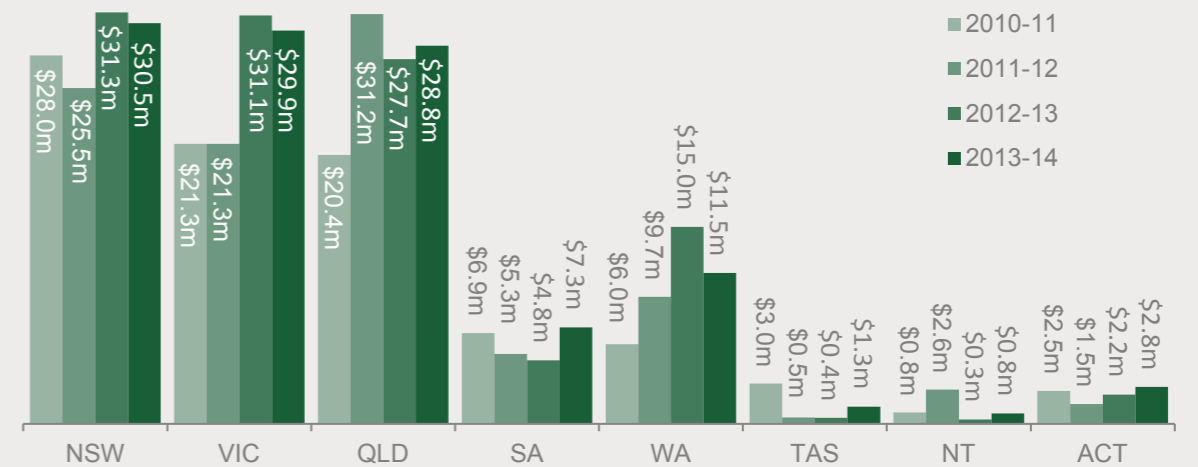
\$112.8m

invested by states and territories in 2013-14.

This report provides an overview of progress made in 2014 towards the objectives of the National Cycling Strategy 2011-16 (NCS). This report describes progress in each of the six priority areas as outlined in the NCS and highlights “key themes” that are being seen across multiple policy areas and jurisdictions.

Considerable progress has been made in 2014 on projects that redefine existing planning frameworks such as Level of Service and Cost-Benefit Analysis to enable the consideration of bicycles alongside other modes of transport. The role that active travel plays in population health continues to be a theme across multiple government agencies. The safety of vulnerable road users was again targeted through parliamentary enquiries, citizen’s juries and the National Road Safety Strategy. Road user behaviour has been a strong focus with several campaigns launched that aim to improve the interactions between people driving motor vehicles, riding bicycles and walking.

State & Territory Cycling Investment 2010-2014



State & Territory Cycling Investment 2013-14

per head of population



Source: Expenditure provided by jurisdictions

1 Cycling Promotion



Cycling promotion seeks to encourage people to start cycling or to encourage existing riders to cycle more often. Promotion can take many different approaches, from mass-market advertising that reaches a wide audience, to programs delivered to a target market such as a specific demographic, location or business. Promotion can be quite cost-effective at changing behaviour, especially when the built environment is bicycle-friendly.

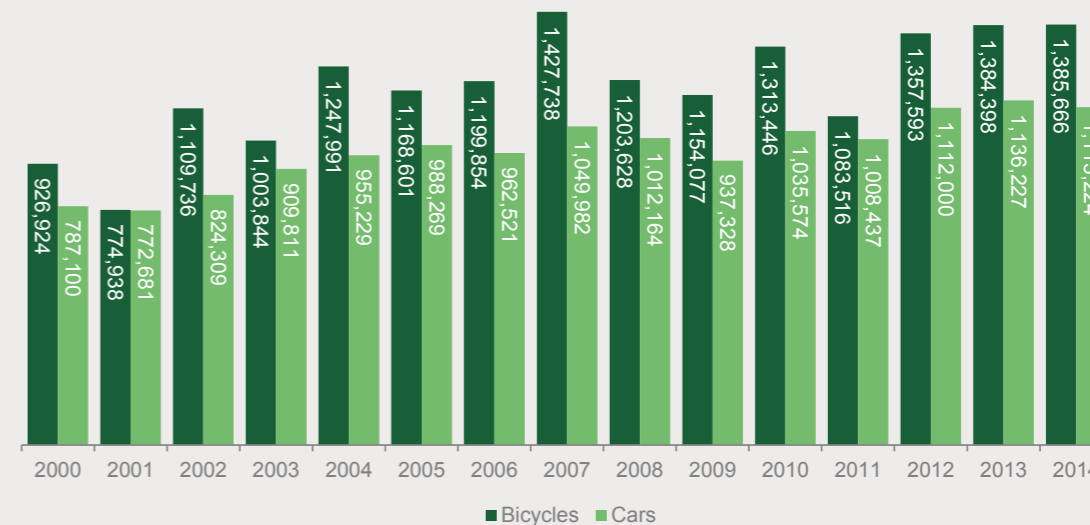
Cycling promotion that focuses on achieving specific behaviours such as commuting by bicycle can be an effective way of leveraging major investments made in infrastructure. What starts as an isolated behaviour such as commuting to work by bicycle once a week, can lead to permanent behavioural change that can last a lifetime. This change improves the long-term health and well-being of the individual as well as providing essential benefits for the economy and the improved functioning of urban environments.

More Bicycles or More Riding

Bicycle sales have remained strong for many years, with the total number of bicycles sold annually, consistently outnumbering the number of cars sold. Over the past 15 years, a total of 17.7 million bicycles were imported into Australia with bicycle sales outnumbering car sales by more than 3 million in total over 15 years. More than half of all Australian households have at least one bicycle.

Bicycles are an incredibly cheap form of transport and are easily accessible for most Australians. While the majority of Australians have access to a bicycle, the key is to motivate them to ride more often. Cycling as a recreational activity has many benefits, most notably, improvements in health. Cycling for transport has additional benefits for society by taking cars off already congested roads.

Australian bicycle and car sales 2000-2014



Source: Bicycle sales based on Australian Customs import figures and provided by the Cycling Promotion Fund. Car sales based on VFACTS from the Federal Chamber of Automotive Industries.

Photo courtesy of City of Gold Coast



Photo courtesy of City of Sydney

Above and below: Facilities such as showers, lockers and change rooms are being installed by developers looking to either meet a minimum standard set by council, or as a differentiating feature of the property. These facilities provide utility to a wide range of people such as runners, gym users and, of course, bicycle users.

Private Ensuite Change Facilities - City of Sydney.



Promoting Cycling for Short Trips

The National Cycling Strategy 2011-16 asks policy-makers to deliver marketing and education programs that promote the benefits of cycling and encourage people to cycle for short personal trips. A variety of such projects have been delivered by states and territories in 2014.

The NSW Government supported *NSW Bike Week* in 2014 which ran in September and included a variety of events aimed at encouraging people from all walks of life to get on a bike and ride.

The Victorian Government promoted Bicycle Network's "Start Riding" pack in the motor vehicle registration renewal insert, which aims to encourage people to start riding a bicycle. The Victorian Government continued its funding support for the *Ride2School* program which is receiving \$2.8 million over 4 years (2011-2015). The Victorian Government continued its support for *Melbourne Bike Share*, a public bicycle hire scheme which provides 600 bicycles across 51 public docking stations located in Melbourne CBD and inner suburbs.

The Queensland Government has continued to develop *Active Towns* in Cairns, Mackay and the Gold Coast, spending \$3 million in 2014. These towns are being developed as pilot projects to demonstrate how making an investment in cycling promotion, education and facilities can achieve improved levels of physical activity and active transport.

The Western Australian Government has initiated the *Your Move* program in 2014 to run over 2 years. This program provides personalised information and support for households to encourage participants to change car trips to active transport modes (walking, cycling and public transport) as well as adopting other active lifestyles.

Minor cycling infrastructure upgrades are also being delivered as part of the *Your Move* program, including the installation of bike repair stations and bike racks across the city. Individualised wayfinding signs were installed, including bike parking signs and bike courtesy signs.

During 2014/15, the *Your Move* program will be offered to 66,000 households in the City of Wanneroo as a joint initiative between the Department of Transport and the Department of Sport and Recreation. The initiative will work with approximately 10,000 households intensively until the end of 2015.

Kentish Council and the Tasmanian Government partnered to deliver bicycle skills and safety training to around 500 children living in the Sheffield area.

To encourage local cycling, the City of Darwin and NT Government partnered to provide a series of basic bike skills sessions to the local community. The sessions focussed on building confidence in a traffic-free environment and covered basic bike handling techniques and road rules.

Promoting Recreational Cycling

The National Cycling Strategy 2011-16 asks policy-makers to deliver marketing and education programs that encourage people to take up cycling as a recreational activity. A variety of such projects have been delivered by states and territories in 2014.

The New South Wales Government provided a sponsorship and activation package for the *Spring Cycle* and also supported the *Spring Cycle* and *Sydney to the Gong* mass-participation events by providing traffic management and free public transport to participants. Each event attracted around 10,000 participants.

The Victorian Government supported a variety of rides including the *RACV Great Victorian Bike Ride*, *Bupa Around the Bay in a Day* and the *Melbourne to Wannabool Cycling Classic*. The government also provided operational support to various road cycling events.

The Northern Territory is working to position the Alice Springs region as a world-class mountain biking destination. The dramatic landscapes of Central Australia and the Red Centre offer the perfect backdrop for mountain bike riding. In 2014, a series of easy and intermediate trails opened at the historic Alice Springs Telegraph Station, ranging in length from 4 to 10 km. Bike hire, tours and a range of facilities are available at this new mountain biking venue. The NT Government is also supporting an ongoing mountain bike marketing campaign called 'Ride the Red Centre' to help boost awareness of Central Australia as a mountain biking tourism destination.

Encouraging Cycling to Work by Developing Bicycle-Friendly Workplaces

The National Cycling Strategy 2011-16 asks policy-makers to work with employers to develop cyclist-friendly workplace facilities and projects. A variety of such projects have been delivered by states and territories in 2014.

The Queensland Government encouraged bicycle-friendly workplaces through the ongoing application of the *Queensland Development Code*. End-of-trip facilities must be installed for all new major developments and additions to major developments located in designated local government areas. These requirements are included in the "*Queensland Development Code (QDC) Mandatory Part 4.1 - Sustainable Buildings*" and apply statewide.

The South Australian Government runs the *Smarter Travel @ Work* program which supports businesses to adopt safer, greener and more active options for travel both during business hours and for commuter trips. This program is provided at no cost to the employer and is tailored to suit the unique needs of each business.

The Tasmanian Government completed its pilot *TravelChoice* program which aimed to reduce reliance on private cars for commuting. The pilot program was delivered in one state government department and resulted in a 9.8% decrease in the use of cars for commuting and a 3.3% increase in cycling as the main commuting mode for employees.



The South Australian Government has developed an online bicycle route planner to help bicycle users to get around the city. The planner allows users to choose routes with various stress levels such as paths, low traffic routes or fastest routes.



Riders in Tasmania taking part in national Ride to Work day.



The Northern Territory is promoting mountain biking in the Red Centre.



2 Infrastructure & Facilities

Western countries that have achieved significant levels of cycling have invested heavily in cycling networks and facilities over a sustained period of time. Even countries with high cycling participation such as the Netherlands and Denmark were not bicycle-friendly until a significant shift in policy was made to build bicycle infrastructure.

In 2013-14, Australian state and territory governments invested \$111.2 million in cycling infrastructure. This equates to around \$4.74 per head of population across Australia. This figure excludes work that is carried out as part of the general maintenance and construction of roads. This figure also excludes investment made by federal and local governments. This amount is in line with the 2012-13 figure (\$111.7 million) and is a significant increase over the 2010-11 figure (\$82.9 million) and the 2011-12 figure (\$93.8 million). The bicycle infrastructure investment figures mainly reflect spending on facilities that are separated from motor vehicles because road expenditure is generally not disaggregated in a way that allows expenditure on bicycle infrastructure to be calculated.



Western Australia: Lock and Ride

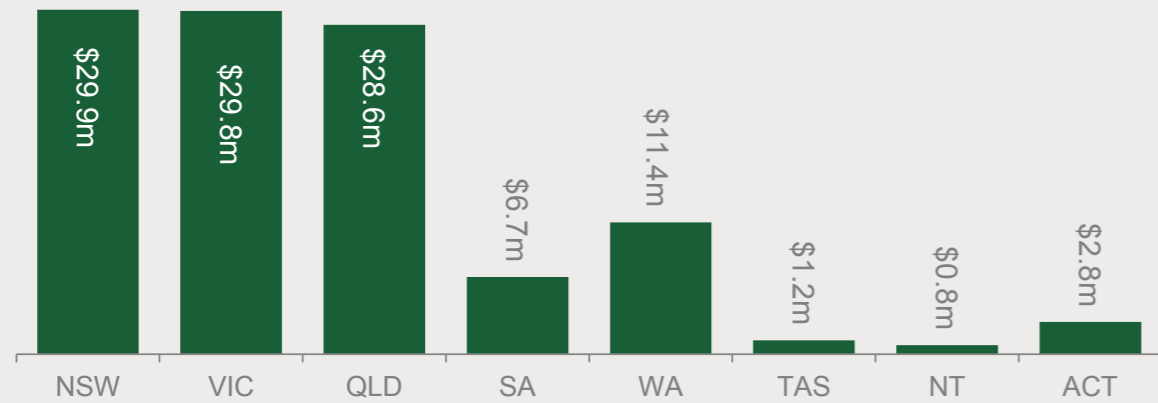
The Western Australian Department of Transport have installed bicycle cages/shelters that provide improved security and weather protection for bicycles parked at train stations.

Access to the bicycle cages/shelters is controlled using the SmartRider pass that is used to gain access to public transport services.

Bicycle users are required to register their SmartRider pass and to select up to two bicycle cages that they will use.

Photo courtesy of Queensland IMA

State & Territory Cycling Infrastructure Investment 2013-14



Source: Expenditure provided by jurisdictions

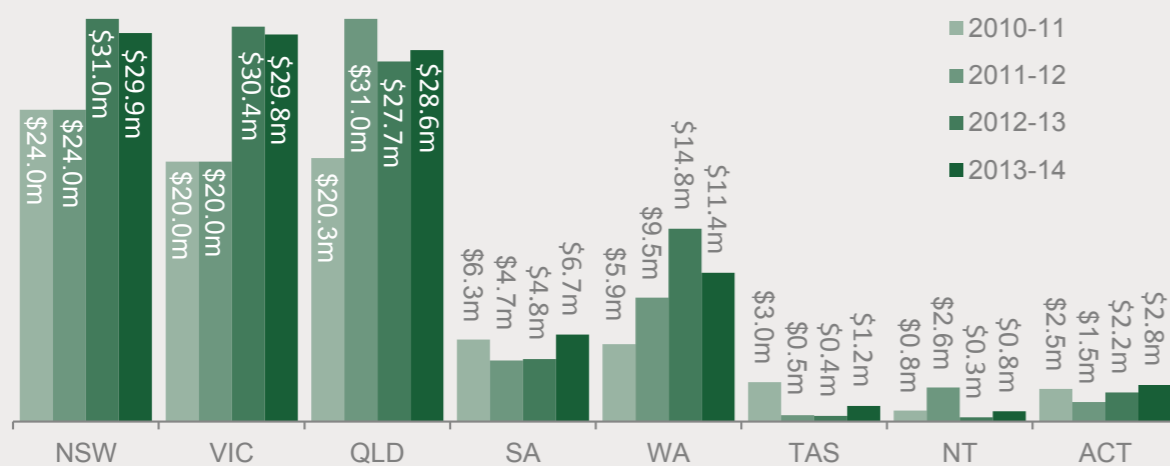
State & Territory Cycling Infrastructure Investment 2013-14

per head of population



Source: Expenditure provided by jurisdictions

State & Territory Cycling Infrastructure Investment Trend 2010-2014



Source: Expenditure provided by jurisdictions

New South Wales

The New South Wales Government spent \$29.9 million on bicycle facilities as part of their 2013-14 work plan. Around \$19.6 million was spent on priority cycleways across Sydney. These figures do not include bicycle infrastructure projects that were built as part of larger transport projects.

New South Wales - Bicycle infrastructure investment in 2013-14

Projects in Partnership with Regional Local Governments	State Govt Contribution	Local Government Co-Contribution
Northern NSW 5.5 km off-road facilities in partnership with Balina, Clarence Valley, Lismore, Richmond Valley, Tenterfield and Uralla Councils.	\$3,089,000	\$1,810,000
Hunter Region 1.3 km off-road facilities and 260 m on-road facilities in partnership with Gosford, Lake Macquarie, Newcastle and Wyong Councils.	\$2,393,000	\$1,230,000
Southern NSW Region 5.7 km off-road facilities in partnership with Eurobodalla, Palerang, Queanbeyan, Kiama, Shoalhaven, Upper Lachlan, Wingecarribee, Wollondilly and Wollongong Councils.	\$1,093,000	\$1,109,000
South-West NSW Region 8.4 km off-road facilities and 3 km on-road facilities in partnership with Albury, Conargo, Coolamon, Cootamundra, Corowa, Deniliquin, Greater Hume, Griffith, Gundagai, Harden, Hay, Jerilderie, Junee, Leeton, Lockhart, Murray, Narrandera, Temora, Tumbarumba, Tumut, Uranda, Wagga Wagga, Yass Valley and Young Councils.	\$1,207,000	\$912,000
Western Region 8 km off-road facilities and 650 m on-road facilities in partnership with Bathurst, Brewarrina, Cabonne, Forbes, Gilgandra, Lachlan, Mid-Western, Moree Plains, Orange and Warrumbungle Councils.	\$944,000	\$757,000
Sydney Region 6 km off-road facilities and 12.55 km on-road facilities in partnership with Bankstown, Baulkham Hills, Blacktown, Blue Mountains, Camden, Campbelltown, Canterbury, Fairfield, Ku-ring-gai, Leichhardt, Marrickville, Mosman, North Sydney, Pittwater, Randwick, Ryde, Sutherland, Warringah, Waverley, Willoughby and Woollahra Councils.	\$1,602,000	\$2,338,000

Priority Cycleways

Total investment in Priority Cycleways \$19.6 million

Prospect to Blacktown - Off-road path & traffic signals

M7 Cycleway Links - Off-road path & traffic signals

Parramatta Valley - Off-road path & boardwalk

Great Western Highway - Off-road path

Nepean River Green Bridge - Off-road path

Iron Cove Bay Run - Off-road path

Anzac Parade - Off-road path

Sydney Airport Cycleway - Off-road path



The NSW Government is partnering with the Commonwealth Government and Parramatta City Council to build a continuous off-road cycleway between Westmead and Meadowbank. The project includes construction of a new 750 metre cycleway over the Baludarr Wetlands. Once completed, this will form part of an 11.4 km link along the Parramatta River and support the urban renewal currently underway.

The cycleway through the wetlands has improved public access to one of the City's largest wetlands and joins the existing riverside paths from Rangihou Reserve at the Southern end of Morton Street to the UWS campus to the east of James Ruse Drive.

Peninsula Link Trail



The Peninsula Link shared use path is a significant addition to the Frankston and Mornington Peninsula walking and cycling networks. It is also the single biggest addition to Melbourne's shared use path network since the EastLink Trail.



Jim Stynes Bridge is a new bridge alongside and over the Yarra River in central Melbourne, not across it. It connects pedestrians and cyclists between the residential / business precinct of Docklands on the west side of the city grid, and the Yarra River north bank on the south side of the city grid.

Victoria

The Victorian Government invested \$29.8 million in building bicycle facilities during their 2013-14 work plan. A significant amount of work has been done in conjunction with railway upgrades carried out as part of the Regional Rail Link project. The Victorian Government also invested \$350,000 to run a ferry across the Yarra River (Westgate Punt) that improves accessibility for people riding bicycles.

Victoria - Bicycle infrastructure investment in 2013-14

Projects in Metropolitan Melbourne	State Govt Contribution	Local Government Co-Contribution
Footscray Rd West and Pearl River Rd, Footscray - Signalisation of left turn slip lane.	\$350,000	\$0
Footscray Rd West and Water Way, Footscray - Signalisation of left turn slip lane.	\$350,000	\$0
Darebin Rd, Northcote - 1.8 km on-road bicycle lanes.	\$300,000	\$0
Stevenson St, Kew - On-road bicycles lanes.	\$160,000	\$0
Wellington St and Glenferrie Rd, Kew - On-road bicycle lanes.	\$240,000	\$0
Gardiners Creek Trail, Glen Iris - Path lighting.	\$600,000	\$0
Chapel St, Stonnington - On-road bicycle lanes.	\$1,050,000	\$0
Mt Alexander Rd, Moonee Valley - On-road bicycle lanes and electronic warning signs.	\$220,000	\$0
Jim Stynes Bridge, Melbourne - Bridge on the Yarra River.	\$2,580,000	\$0
Ringwood and Box Hill Cycle Connections - 0.5 km shared path and 2 km on-road lanes.	\$1,500,000	\$0
Regional Rail Link, Sunshine - Shared use paths and bicycle parking cages.	\$5,000,000	\$0
Eastlink and Peninsula Link - Shared use path.	\$300,000	\$0
Baxter-Tooradin Rd, Baxter - Bicycle lanes.	\$230,000	\$0
Projects in Regional Victoria	State Govt Contribution	Local Government Co-Contribution
Corio-Waurn Ponds Rd, Geelong - Bicycle lanes.	\$250,000	\$0
Ewing Blyth Dr, Geelong - Bicycle lanes.	\$150,000	\$0
Transport Investment in Regions - Paths, rail trails, wayfinding, bicycle parking, etc.	\$500,000	\$530,000
Funding Programs	State Govt Contribution	Local Government Co-Contribution
Community Facility Funding Program - Projects in Geelong, Whittlesea and Cardina.	\$508,000	*
Community Works Program - Projects in Hume, Manningham, Wellington, Ballarat, Queenscliff and Brimbank.	\$210,000	*
Regional Growth Fund - Cycling trails in regional Victoria.	\$2,100,000	*
End of trip facilities	State Govt Contribution	Local Government Co-Contribution
Preston and Fawkner - Bicycle parking facilities.	\$100,000	\$100,000
Footscray, West Footscray and Sunshine - Bicycle parking facilities.	**	\$0
Mitcham and Springvale - Bicycle parking facilities.	**	\$0

* Co-contributions not known.

** Funding cannot be determined as the facility was provided as part of a larger project.

Queensland

The Queensland Government invested \$28.6 million in the construction and design of bicycle facilities during their 2013-14 work plan. This figure does not include money that was spent to comply with the Cycling Infrastructure Policy or the Queensland Development Code. These policies require that various road, housing and other projects provide facilities that accommodate bicycles. For example, the Queensland Development Code requires the provision of end of trip facilities that are suitable for the particular land use type.

Queensland - Bicycle infrastructure investment in 2013-14

Separated Paths in Metropolitan Queensland	State Govt Contribution	Local Government Co-Contribution
Bicentennial Bikeway Stage 3 565m bi-directional separated bicycle facility	\$4,016,361	\$4,016,361
Bicycle Lanes/Shoulders in Metropolitan Queensland	State Govt Contribution	Local Government Co-Contribution
Helensvale - 1.3 km	\$30,500	\$30,500
Wembley Rd (Campden Street to Logan) - 1.7 km	\$444,720	\$460,000
Petrie Creek Rd, Rosemount & Diddillibah - 3.1 km	\$375,000	\$375,000
Noosa Heads - 650 m	\$154,000	\$154,000
Tanawha Tourist Drive Stage 2 - 9.2 km	\$624,545	\$624,545
Mary Street, Noosaville - 250 m	\$133,000	\$133,000
Kawana Station (Southbound) - 190 m	*	*
Cooroy Noosa Road Bus Stop (Westbound) - 90 m	*	*
David Low Way, Williams St to Emu Mountain Rd - 3.4 km	\$1,856,264	\$0
Shared-use Paths in Metropolitan Queensland	State Govt Contribution	Local Government Co-Contribution
Gateway North Bikeway Schulz Canal Crossing - 1.1 km	\$2,000,000	\$5,000,000
Cottesloe Drive, Mermaid Waters - 290 m	\$335,444	\$335,444
Brassall Bikeway Stage 3 - 2.1 km	\$900,000	\$900,000
Goodna Creek Bikeway Stage 2 - 800 m	\$400,000	\$400,000
Anzac Avenue to Mango Hill - 480 m	\$112,200	\$112,200
Lower King Street, Caboolture - 610 m	\$129,000	\$129,000
Berwah Station - 650 m	\$600,000	\$600,000
Sunshine Beach Upgrade, Noosa Heads - 690 m	\$325,000	\$325,000
Bicycle Lanes/Shoulders in Regional Queensland	State Govt Contribution	Local Government Co-Contribution
Safer Roads Sooner, Cairns - 1.4 km	\$149,751	\$0
Shared-use Paths in Regional Queensland	State Govt Contribution	Local Government Co-Contribution
Cairns Southern Cycleway - 5 km	\$1,607,105	\$1,000,000
Nerang River Bridge - 450 m	\$14,000,000	\$5,000,000
Safer Roads Sooner, Hughenden - 10 m	\$87,679	\$0
Safer Roads Sooner, Townsville - 260 m	\$124,000	\$0
Safer Roads Sooner, Townsville - 200 m	\$110,000	\$0
Emerald South Dual Pedestrian and Bike Path - 2.8 km	\$189,091	\$100,000
End of trip facilities	State Govt Contribution	Local Government Co-Contribution
Memorial Pool Bike Cage	\$70,911	\$25,457
Browns Plains Station	*	*

* Funding cannot be determined as the facility was provided as part of a larger project.



The Cairns Southern Cycleway is a 5km cycleway which includes both on-road and off-road facilities. The cycleway extends along Spence Street in the city, from Fearnley Street to Mulgrave Road at Woree. The project was jointly funded by the State Government and Cairns Regional Council who was responsible for construction and delivery.



The Anzac Avenue, Mango Hill Shared Path project runs along the eastern side of Anzac Avenue between Capestone Boulevard and Kinsellas Road East at Mango Hill. The project includes the construction of 485 metres of 3-metre-wide off road shared path, including a 30m bridge. As Anzac Avenue is a heavily trafficked road, this project provides a safer, off-road facility for residents, particularly students accessing the school. The project was jointly funded by the State Government and Moreton Bay Regional Council who was responsible for construction and delivery.



The Greenways Program delivered two significant shared use path connections to the Marino Rocks Greenway in 2013-14. Construction of both paths was fast-tracked to take advantage of the 2013 rail line closures. They provide a direct connection within the rail corridor from Emerson Station to Clarence Park Station and from Lyons Parade to Cromer Parade. The latter was positively provided as part of the South Australian Governments \$110m Goodwood Junction Upgrade. Both 3m wide paths are lit with energy-efficient LED luminaires with consistent lighting levels to provide a wider and more attractive walking and cycling environment.

South Australia

The South Australian Government invested \$6.7 million in bicycle facilities as part of their 2013-14 work plan. Major investments were made in the Outer Harbor and Marino Rocks Greenways as well as the Mike Turtur Bikeway and the Amy Gillett Bikeway. The bicycle budget for the 2014-15 year is \$5.35 million.

South Australia - Bicycle infrastructure investment in 2013-14

Metropolitan Adelaide	State Govt Contribution	Local Government Co-Contribution
Outer Harbour, Marino Rocks, Mike Turtur Bikeway	\$3,570,000	\$0
Anzac Hwy Intersection Upgrades - Bicycle lanes	\$135,000	\$0
Anzac Hwy - Green lanes at conflict points	\$45,320	\$0
Galway Ave and North East Road, Walkerville - Signalised bicycle crossing	\$85,000	\$0
Prospect, Eastwood, Hilton and Cowandilla - Refuge crossings on unsignalised arterial roads	\$98,280	\$0
Grant Ave at Fullarton Rd, Rose Park - Bike box	\$30,000	\$0
Pulteney St to East Tce, Adelaide - Green bicycle lanes	\$66,667	\$33,333
John Rice Ave to Haydown Rd, Elizabeth Vale - Shared use path	\$45,333	\$22,667
Steamranger Railway, Mount Barker - Shared use path	\$66,667	\$33,333
King William Rd at Greenhill Rd, Unley - Bike box	\$2,000	\$1,000
Bolivar Rd, Burton - Shared use path	\$66,667	\$33,000
Margaret St, Adelaide - Contra-flow lane	\$30,000	\$70,000
Russel, Owen and Compton St, Adelaide - Contra-flow lane	\$30,000	\$60,000
City Bikeway - Broadview and Pooraka - Bicycle wayfinding	\$10,000	\$10,000
Prescott Tce, Kensington Rd, Sturt Rd, Greenhill Rd - Bicycle route	\$12,780	\$12,780
Kelly Road and Dawson Res, Para Hills - Shared use path	\$50,000	\$50,000
Encounter Bikeway, Middleton - Shared use path	\$50,000	\$57,058
High St to Coghill Straat, Kapunda - Shared use path	\$40,000	\$45,166
Christies Creek Trail and Suffolk Dr, Morphett Vale	\$50,000	\$90,000
River Torren Path, Klemzig - Shared use path widening	\$35,000	\$35,000
Swanson St, Gilles Pl, Regent Ct, Parkview Dr, Vine Ct - Shared use path links	\$8,500	\$8,500
Amy Gillett Bikeway - Charlston to Mt Torrens	\$1,640,000	\$0
Regional Adelaide	State Govt Contribution	Local Government Co-Contribution
Bay Rd, Mount Gambier - Bicycle lanes	\$25,000	\$0
Hawker Rd to Stirling Nth Rd, Stirling North - Bicycle lanes	\$125,000	\$0
Mount Gambier - Bicycle lanes	\$27,267	\$13,633
Cedar Ave, Park Tce, Memorial Ave and Rolland St, Naracoorte - Bicycle lanes	\$40,000	\$20,000
Yahl Rd, Yahl - Shared use path	\$34,050	\$34,050
Silo Rd, Quorn - Bicycle crossing	\$10,400	\$1,040
Port Pirie Tourism Network - Shared use path	\$24,000	\$24,000

Western Australia

The Western Australian Government delivered \$11.4 million of bicycle facilities as part of their 2013-14 work plan. Significant stretches of shared use path were delivered in metropolitan Perth, with a large number of smaller projects delivered through co-funding arrangements with local councils as outlined below. Secure bike cages were installed at Beatty Park in the City of Vincent, Redcliffe Primary School and at a variety of public schools in the City of Cockburn. Investment in bicycle parking totalled \$155,000 with \$67,400 provided by the Department of Transport and \$87,300 provided by local councils.

Western Australia - Bicycle infrastructure investment in 2013-14

Metropolitan Perth	State Govt Contribution	Local Government Co-Contribution	Regional Western Australia	State Govt Contribution	Local Government Co-Contribution
Erindale to Balcatta Principal Shared Path - 1.1 km shared use path	\$920,000	\$0	Great Northern Highway Realignment, Port Headland - 3 km shared use path	\$500,000	\$0
Mill Point to Thelma Principal Shared Path - 3.5 km shared use path	\$2,875,000	\$0	Esperance Port Access Corridor Project - 1.2 km shared use path	\$3,200,000	\$0
Scandrett and London Principal Shared Path - 400 m shared use path	\$600,000	\$0	Albany, Middleton Beach, Milpara & Emu Point - 1.5 km shared use path	\$212,536	\$212,536
Mitchell Freeway Principal Shared Path - 120 m shared use path	\$39,754	\$0	Mount Magnet - 100m shared use path	\$9,796	\$10,000
Bassendean to Success Hill - 900 m shared use path	\$1,940,000	\$0	Margaret River - 660 m shared use path	\$41,277	\$88,723
Gateway Principal Shared Path (Tonkin/Leach/Roe Hwys) - shared use path under construction	\$5,900,000	\$0	Bridgetown - 205 m shared use path	\$18,000	\$18,000
Armadale and Harrisdale - 1.8 km shared use paths	\$212,417	\$212,417	Australind - 880 m shared use path	\$55,022	\$65,853
Ascot - 125 m shared use path	\$13,267	\$27,407	Quindalup - 1.4 km shared use path	\$750,000	\$750,000
Bibra Lake - 2.6 km shared use paths	\$319,041	\$371,257	Muchea & Bindoon - 650 m shared use path	\$55,896	\$94,258
Cottesloe - 740 m shared use path	\$64,000	\$66,000	Collie - 690 m shared use path	\$71,839	\$99,411
North Fremantle - 420 m shared use path	\$45,500	\$46,000	Kambalda - 1.7 km shared use path	\$50,000	\$100,000
Thornlie - 440 m shared use path	\$31,996	\$31,995	Denmark - 1.3 km shared use path	\$130,000	\$211,550
Sorrento, Beldon & Kingsley - 1.5 km shared use paths	\$107,800	\$118,126	Donnybrook - 520 m shared use path	\$35,143	\$35,143
Mandurah - 130 m shared use path	\$14,750	\$14,750	Newman - 280 m shared use path	\$37,352	\$42,648
Attadale - 1.1 km shared use path	\$104,357	\$104,356	Esperance - 2.3 km shared use path	\$147,223	\$747,777
Peppermint Grove - 350 m shared use path	\$27,000	\$27,000	Sunset Beach & Bluff Point - 550 m shared use path	\$39,813	\$49,562
Mundijong - 1.1 km shared use path	\$80,992	\$80,992	Usher - 1.1 km shared use path	\$95,797	\$154,203
North Perth - 180 m shared use path	\$45,600	\$82,584	Kellerberrin - 1.3 km shared use path	\$35,211	\$42,884
Clarkson - 275 m shared use path	\$31,000	\$33,166	Hyden - 2.7 km shared use path	\$37,546	\$37,545
Samson - 80 m bicycle lanes	\$38,000	\$39,839	Manjimup - 2 km shared use path	\$116,250	\$116,250
Victoria Park - 1.2 km bicycle lanes	\$109,305	\$301,182	Menzies - 400 m shared use paths	\$22,183	\$22,181
North Perth - 290 m bicycle lanes	\$25,000	\$89,242	Nannup - 580 m shared use path	\$25,000	\$25,000
			Millars Well & Pegs Creek - 820 m shared use path	\$90,300	\$290,000
			Toodyay - 580 m shared use path	\$35,261	\$52,592
			Calingiri - 230 m shared use path	\$19,450	\$19,450
			Middleton Beach - 3.5 km bicycle lanes	\$274,160	\$274,160



Before and after photographs of the Eastern approach to the Tasman Bridge. This 400m shared pathway was co-funded by Clarence City Council and the Department of State Growth. It improves cyclist and pedestrian access and creates a safe, off-road link to an overpass that leads to a local high school.



Hobart City Council has installed a pedestrian refuge on Strickland Ave at Cascade Brewery and included an uphill bike lane as part of the project. This short link provides a connection for bicycle riders using the Hobart Rivulet path from the Cascade Gardens to the Old Farm Road turnoff.

Tasmania

The Tasmanian Government provided \$1.2 million for bicycle facilities in 2013-14. Investment in bicycle infrastructure was also made by various local governments (\$1.5 million), the University of Tasmania (\$80,000) and the federal government (\$1.4 million).

The majority of the projects completed in Tasmania have been shared paths intended for both transport-related and recreational cycling. Significant investment has also been made in the construction of purely recreational facilities such as a racing/training track in the Northern Midlands and mountain biking facilities in the North East.

Funding has been provided to support the installation of wayfinding signage on cycling routes, and on end-of-trip facilities including a contribution toward end-of-trip facilities at the University of Tasmania.

Although not captured in expenditure figures, general road works have sought to improve conditions for bicycle users.

Tasmania Australia - Bicycle infrastructure investment 2013-14

Lanes and Paths in Metropolitan Hobart	State Govt Contribution	Local Government Co-Contribution
Eastern Access to Tasman Bridge - Shared-use path	\$315,000	\$315,000
Hobart-Rivulet Track Upgrade - Shared-use path	\$100,000	\$270,000
Kingston Trail Upgrade - Shared-use path	\$30,000	\$46,000
Jordan River Trail - Shared-use path	\$50,000	\$50,000
Cascade Rd, South Hobart - Refuge island	\$48,000	\$10,500
Lanes and Paths in Regional Tasmania	State Govt Contribution	Local Government Co-Contribution
West Tamar Trail - Shared-use path	\$31,000	\$32,000
Devonport Great Foreshore Ride - Shared-use path	\$100,000	\$150,000
Dover Village, Launceston - Shared-use path	\$100,000	\$250,000
River Road, Ambleside - Shared-use path	\$19,200	\$1,500
Tugrah Rd to Lawrence Dr, Stoney Rise - Shared-use path	\$129,000	\$3,000
Midland Highway, Brighton - Shared-use path	\$50,000	\$180,000
Penguin to Sulfur Creek - Shared-use path	\$20,000	\$0
Westbury Rd, Westbury - Bicycle lanes	\$10,000	\$10,000
End of Trip Facilities	State Govt Contribution	Local Government Co-Contribution
University of Tasmania - Including solar-powered charge stations for e-bikes and tools/workstation	\$10,000	(Uni Tas) \$80,000
Signposting and Lighting	State Govt Contribution	Local Government Co-Contribution
Intercity Cycleway, Hobart - Wayfinding signage	\$10,000	\$10,000
Sport, Recreation and Education Facilities	State Govt Contribution	Local Government Co-Contribution
Racing/training facility - Northern Midlands	\$80,000	\$80,000
Blue Tier Mountain Bike Trail	\$100,000	(federal) \$1,225,000 (local) \$140,000



Above: The 1.5 km extension of the Sadadeen Road off-road shared use path in Alice Springs.

Northern Territory

The Northern Territory Government invested \$786,000 in bicycle infrastructure as part of their 2013-14 work plan. In 2014, a series of mountain bike trails were constructed at the historic Alice Springs Telegraph Station, ranging in length from 4 to 10 km. The Northern Territory cycling budget is set to increase significantly in 2014-15 with an investment of over \$2 million budgeted.

Northern Territory - Bicycle infrastructure investment in 2013-14

Lanes and Paths in Metropolitan and Regional NT	State Govt Contribution	Local Government Co-Contribution
Stuart Hwy, Alice Springs - Shared-use path	\$94,000	\$0
Larapinta Dr, Alice Springs - Shared-use path	\$100,000	\$0
Roystonea Ave, Darwin - Shared-use path	\$209,000	\$0
Stuart Hwy, Darwin - Shared-use path	\$383,000	\$0

Australian Capital Territory

The ACT Government invested \$2.8 million directly into bicycle infrastructure projects as part of their 2013-14 work plan. In addition to this investment, numerous road projects (as listed below) delivered improved bicycle facilities.

Australian Capital Territory - Bicycle infrastructure in 2013-14

Bicycle Lanes and Paths	State Govt Contribution	Local Government Co-Contribution
Civic Cycle Loop - Separated path	\$1,456,000	\$0
Ginninderra Dr - Shared path	\$120,000	\$0
Yamba Drive - Shared path	\$1,188,000	\$0
Road Projects	State Govt Contribution	Local Government Co-Contribution
Weston Creek & Holt - Shared traffic	*	
Canberra Ave Fyshwick - Bicycle lanes	*	
Ashely Drive Stage 1 - Bicycle lanes	*	
Cotter Road - Separated path	*	
Centenary Trail - Shared-use path	*	

*Funding cannot be determined as the facility was provided as part of a larger project.



A new Alice Springs Region cycling and walking map was published in 2014 which includes the Sadadeen Road off-road shared use path (shown above).



3 Integrated Planning

Achieving increased cycling participation requires a widespread and sustained approach to transport and land use planning that facilitates the use of the bicycle for everyday transport trips. Building cities that are accessible by bicycle encompasses more than just providing bicycle lanes. It includes issues such as mixed-use land development, transit-oriented development and medium-density development.

Key themes that were identified by the National Cycling Strategy Implementation Report in 2013 are summarised below, while new “Key Themes” for 2014 are covered in more detail in the following pages.

Key Theme: Integrating Cycling with Transport and Land Use Planning

The National Cycling Strategy calls for the needs of bicycle users to be embedded in the mainstream business of transport organisations in each jurisdiction. In 2013, several plans were released which provided a foundation for the delivery of an integrated transport system that includes cycling. The delivery of work based on these plans continues through 2014.

Key Theme: 20-minute Neighbourhoods

The concept of a “20-minute neighbourhood” has been developed to address issues that arise as cities get larger and travel distances increase. In poorly-designed housing developments, large areas of residential housing can be isolated from many of the products and services they require to function.

Many of the current batch of planning documents focus on ensuring that residential property is located within a short distance (within 20 minutes by bicycle) of all essential products and services. A common approach is to focus on “catchments” within 5 km of major trip generators.

Key Theme: The Health Crisis and the Role of Active Transport

Sedentary behaviour contributes to the development of obesity and weight issues which are responsible for a range of serious non-communicable diseases such as cardiovascular diseases (heart disease and stroke), diabetes, musculoskeletal disorders and some cancers (endometrial, breast and colon)*. Participating in active transport is an excellent way to build activity into daily life and has the potential to improve the health of a huge proportion of the population.

Key Theme: Integration with Public Transport

Bicycle users are able to travel around 3-4 times further than a pedestrian in the same amount of time, therefore increasing the catchment area of destinations by a factor of 10 or more. This increased catchment can be especially effective when combined with public transport, which can become a viable option for many more people when combined with a bicycle trip at one or both ends. Encouraging bicycle use is an effective method of leveraging existing investment in public transport assets. Encouraging bicycle use also has enormous public health benefits.

To encourage bicycle use, access to interchanges needs to be facilitated through the provision of safe, efficient and comfortable routes. Once the bicycle user arrives, it is important that there are adequate facilities for the storage of their bicycle and other equipment.

Several jurisdictions in Australia are looking to capture the benefits of multi-modal journeys by providing secure bicycle parking at major transport interchanges. There are a number of ways to provide bicycle parking, however secure bike cages are becoming more and more popular due to their flexibility, ease of use, ease of administration and safety. Access to these cages is often provided through the same integrated ticketing pass that is used on the train, bus etc.

* World Health Organization: Obesity and overweight Fact sheet 311, March 2013.



Photo courtesy of Queensland TMR

Key Theme: Developing Cycling/Active Towns

While large cities are often set across large areas of mostly low-density housing, regional towns usually have a small urban centre or “main street” where most of the town’s facilities and essential services are located. This “main street” needs to be easily-accessible by foot and by bicycle for residents in the heart of these regional towns.

Several jurisdictions have launched pilot programs in a small number of regional towns to test whether an investment in walking/bicycling can lead to a strong uptake in active travel. By focussing on a small number of towns, a significant investment can be made to improve facilities, promote active travel and to evaluate the success of the investment.

Queensland: Active Towns Pilot Program

Queensland aims to develop *Active Towns* to demonstrate that concentrated funding and a coordinated package of infrastructure, policy and behaviour change projects could have a significant impact on cycling levels.

From 2012/13 to 2014/15, the *Active Towns Pilot Program* is piloting the cycling demonstration towns concept in three Queensland locations; Cairns, Mackay and the Gold Coast.

Councils were required to commit to up to \$1 million per year to implement *Active Towns*, conditional to matching funds or demonstration of significant previous/existing investment.

Councils were requested to limit the geographical area of investment to better provide a measurable benefit for the program.



New South Wales: Cycling Towns in Regional Areas

Transport for NSW have released a series of “Regional Transport Plans” that highlight that: “Almost 90 percent of people in regional NSW live within easy walking or cycling distance of a local centre, with access to shops, schools, and workplaces ... We will work to ensure that any transport project or land use development includes appropriate provision for walking and cycling from the design stage”. These plans cover the Central Coast, Central West, Hunter, Illawarra, Mid North Coast, Murray-Murrumbidgee, New England North West, Northern Rivers, Southern Regional, Western Regional areas.

The plans outline the following actions.

Action: Roll out the Cycling Towns Program

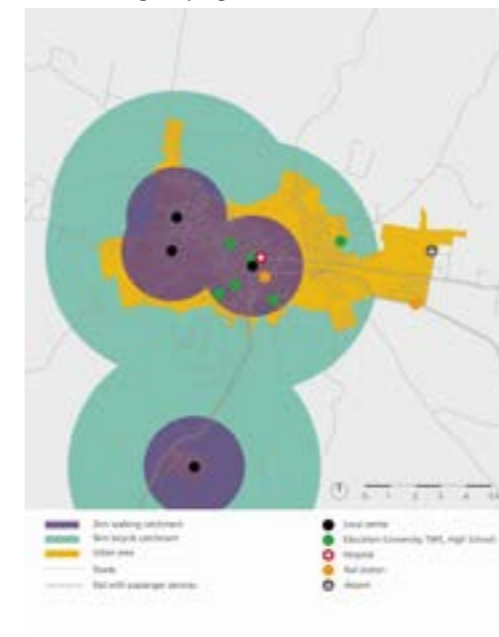
The Cycling Towns Program will focus bicycle infrastructure provision and encouragement in a small number of regional centres with the aim of rapidly increasing rates of cycling in these areas. Two regional centres will be selected for initial investment in the Cycling Towns Program by the NSW Government, to be delivered in partnership with local councils. Candidate towns must demonstrate that a range of destinations are within easy cycling distance from their residential centres. They will require political support, and a commitment to maintain new infrastructure and complementary promotion measures. Cycling Towns Programs may include bicycle network construction and bicycle parking facilities, complemented by local government funded encouragement programs, and support for tourist routes and information for visitors.

Central West region walking and cycling catchments



Source: Central West Regional Transport Plan.

Bathurst walking and cycling catchments



Source: Central West Regional Transport Plan.

Action: Connecting Centres Cycling Program

Transport for NSW will work with councils and other stakeholders to identify bicycle network gaps and pinch points in the five kilometre catchments that surround regional towns. The Connecting Centres Program will help councils to complete local cycle networks to regional centres in partnership with local councils. Transport for NSW will also work with councils and bicycle user groups to get more people riding on this network and provide better information to customers.

Action: Improve information about walking and cycling routes and facilities

Transport for NSW will get people walking and cycling more by promoting the benefits of active transport, improving customer information, and developing guidelines and resources for local government. This will include improved online resources, such as trip planning, as well as other programs to promote walking and cycling for transport. Transport for NSW will also continue to sponsor events and community programs, such as NSW Bike Week, which promote active transport.



Key Theme: Rail Trails and Bicycle Tourism

The majority of bicycle infrastructure in Australia is built by transport agencies or local councils to cater for local transport and recreational cycling. However, there can be significant returns available to tourism agencies who support the development of regional bicycle facilities such as rail trails. Regional rail trails and other touring routes offer a low cost, low impact way to encourage tourism and to also provide local bicycle connections.

Many Australian states have invested in regional rail trails, with over 1500 kilometres built in Victoria and Western Australia alone. In the past, New South Wales has been restricted by legal issues around the reuse of rail assets. However, in 2014 the New South Wales government removed these barriers. Since then, several feasibility studies have been carried out and a regional tourism fund has been established which is likely to fund rail trails.

New South Wales: Casino to Murwillumbah Rail Trail

In April 2014, the NSW Government released a detailed study focusing on the transport needs of the community along the Casino to Murwillumbah rail line. This study considered the possible uses for the rail line which has been disused since 2004, with one of the possible uses being a conversion to a "rail trail".

Converting the line into a "rail trail" could allow people to walk, ride bicycles and even ride horses along the alignment of the rail line. The corridor would be useful both as a local transport facility and as a tourism route.

Subsequent to the initial transport study, a more detailed study was conducted on the economic feasibility of building the "rail trail". This study estimated the capital cost for the development of the rail trail is \$75.5 million and that the project would be financially viable with an expected Net Present Value of \$121.8 million and Benefit Cost Ratio of 2.54.



State and Territory Cycling Strategies

The National Cycling Strategy set the goal that all states and territories publish a cycling action plan as part of a holistic commitment to cycling across the country. Key areas to address in these plans include: setting targets for an increase in cycling participation, defining a concrete set of actions to be undertaken to achieve these goals and integration of goals

across the state portfolios. This integrated planning should occur, not only across transport agencies, but across other important policy areas such as health, education and land use planning. The table below provides an overview of the state and territory bicycle action plans.

<p>New South Wales</p>  <p>Sydney's Cycling Future</p> <p>This report was published in December 2013 and builds on the vision set out in the NSW Long Term Transport Master Plan which was released in 2012. It includes the objective of integrating cycling across portfolios to meet NSW 2021 State Plan mode share targets which are consistent with national targets.</p>	<p>Victoria</p>  <p>Victorian Cycling Strategy</p> <p>The Victorian Cycling Strategy: Cycling into the Future 2013-23 was released in December 2012 and provides a high-level view of how the Government will encourage cycling over the next 10 years. The Victorian Cycling Action Plan 2013 & 14 identifies actions the Victorian Government will take to support the Victorian Cycling Strategy.</p>	<p>Queensland</p>  <p>Queensland Cycle Strategy 2012-21</p> <p>The Queensland Cycle Strategy was released in 2011. It includes targets consistent with the national strategy, a road map to achieving targets with actions, and a commitment to integrate cycling across portfolios.</p>	<p>South Australia</p>  <p>Safety in Numbers, A Cycling Strategy for South Australia 2006-2010</p> <p>The South Australian Strategy is currently under review.</p>
<p>Western Australian</p>  <p>Western Australian Bicycle Network Plan 2014-2031</p> <p>This plan aims to make WA a place where cycling is a safe, connected, convenient and a widely-accepted form of transport. Its principal target is to double the number of cycling trips within 5 years which is in line with the National Cycling Strategy.</p>	<p>Tasmania</p>  <p>Tasmanian Walking and Cycling for Active Transport Strategy</p> <p>The Tasmanian Strategy was released in 2010. It does not include targets consistent with the national strategy. It does include actions and a commitment to integrate cycling across portfolios.</p>	<p>Northern Territory</p>  <p>NT Connected and Safe</p> <p>The 2012 Connected and Safe summary provides an overview of the Territory's major cycle path networks. It includes a high level commitment to active transport and actions to increase cycling, however it does not include targets consistent with national targets.</p>	<p>Australian Capital Territory</p>  <p>Transport for Canberra 2012 - 2031</p> <p>The Transport for Canberra 2012 - 2031 plan includes a high level commitment to active transport and increasing cycling but it does not include targets. It does include actions and a commitment to integrate cycling across portfolios.</p>

Safety

Safety is a fundamental element of encouraging cycling participation. When people feel safe to ride, they are far more likely to do so. Similarly, if people do not feel safe to ride, they will find an alternate means of transport even if cycling is the otherwise logical choice.

Key themes identified by the National Cycling Strategy Implementation Report in 2013 are summarised below, while new “Key Themes” for 2014 are covered in more detail in the following pages.

Key Theme: *Increased Separation from Motor Vehicles*

Recent infrastructure expenditure has focussed primarily on building shared-use paths and fully-separated bicycle facilities. This approach recognises that bicycle users (particularly “potential” bicycle users) generally feel safer using infrastructure that is separated from motor vehicles with a physical barrier such as a kerb or tree plantings. Ideally, separate paths are provided for both bicycles and pedestrians, especially in areas with high pedestrian activity. In some cases, shared paths are suitable, however planners need to consider that people walking can be intimidated by bicycle traffic just as people riding bicycles can be intimidated by motor vehicle traffic.

Key Theme: *Street Design and Speed Aligned with Street Purpose*

In 2012, the South Australian Government released the *Streets for People: Compendium for South Australian Practice*. This guide provided “strategic policy imperatives for increasing levels of cycling and walking in our community” and provided a wealth of guidance, case studies and other resources to facilitate the creation of urban spaces that encourage active travel and liveable communities. One of the issues identified in this report was the vulnerability of pedestrians and bicycle users to injury in the event of a collision with a motor vehicle. Research has shown that the probability of a pedestrian or cyclist being killed in a traffic accident rapidly increases for accidents with vehicles travelling above 30 km/h.¹

1. J Archer, N Fotheringham, M Symmons, and B Corben. The Impact of Lowered Speed Limits in Urban and Metropolitan Areas. Monash University, Accident Research Centre, Victoria. 2008.

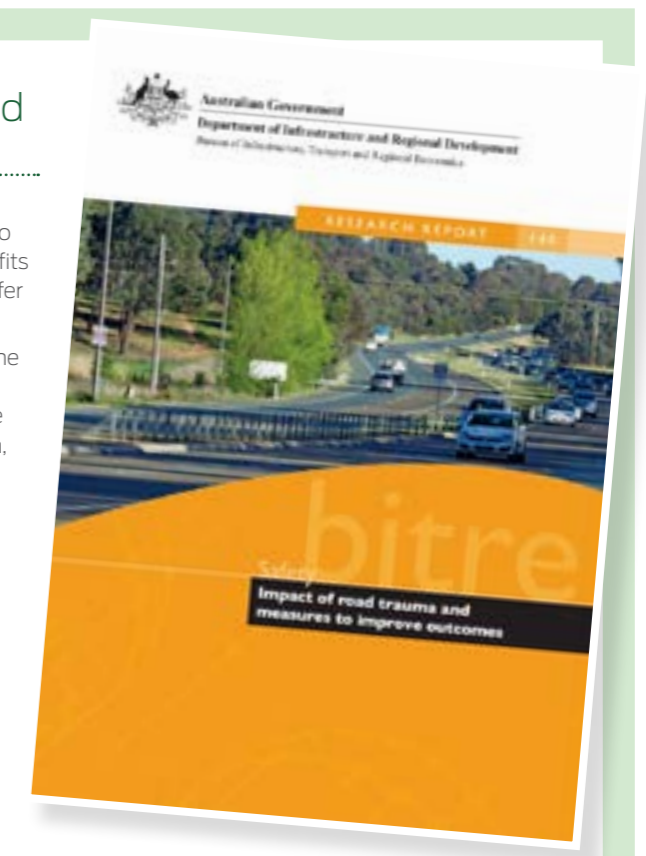
BITRE: Impact of road trauma and measures to improve outcomes

This report, published by the Bureau of Infrastructure, Transport and Regional Economics (BITRE), undertakes to review the full impacts of road trauma, including the benefits and costs of measures to encourage safer drivers, build safer roads, and drive safer cars.

The report highlights the challenges that must be overcome to meet the target of the National Road Safety Strategy 2011–2020 for a 30 per cent reduction in casualties. While the number of vehicle occupant deaths has trended down, there is still a relatively high risk for motorcyclists, pedal cyclists, older drivers and remote communities.

BITRE’s analysis has focussed on four priorities identified by road safety experts:

- ⦿ Raising the safety rating of roads through improved infrastructure or the lowering of speed limits.
- ⦿ Safer intersections.
- ⦿ Distraction from mobile phones.
- ⦿ Autonomous emergency braking.



Key Theme: Safety of Vulnerable Road Users

The safety of vulnerable road users has been the subject of numerous inquiries in recent years. NSW held a Staysafe Committee into the safety of motorcycle and bicycle safety in 2010. Queensland held a parliamentary inquiry titled "A new direction for cycling in Queensland" which provided 68 recommendations in 2013. In 2014, the ACT held an inquiry into the safety of vulnerable road users and South Australia held a Citizen's Jury to determine ways for people who are riding bicycles and people who are driving motor vehicles to better share the road.

The reason that these inquiries are being held is because the safety of vulnerable road users has not improved at the same pace as the safety of motor vehicle occupants. While the total number of fatalities that occur on Australian roads across all road user groups is steadily decreasing, the number of bicycle user fatalities has been higher in both 2013 and 2014 than for any year since 2001.

ACT Vulnerable Road User Inquiry

The ACT Standing Committee on Planning, Environment and Territory, and Municipal Services published an Inquiry into Vulnerable Road Users in 2014.

The terms of reference for the inquiry were:

- (a) an examination of national and international best practice approaches to protecting and encouraging vulnerable road users, including through regulation, infrastructure, design, education and funding arrangements;
- (b) gathering evidence from the community and experts about issues faced by vulnerable road users and potential improvements;
- (c) recommending changes to be made in the ACT to better protect and encourage vulnerable road users; and
- (d) any other relevant matter.

The report published 28 recommendations from the Committee to the ACT Government which were largely supported in the ACT Government Response.

The recommendations relating to cycling include:

Recommendation 1: Intersections

Conduct a review of road rules at intersections and assess changes that could be made to existing road rules that would mitigate risks to vulnerable road users.

Recommendation 2: Cycling Education

Review the current cycling education programs available in ACT schools and consider providing compulsory cycling training in all ACT primary schools.

Recommendation 4 & 5: Shared Paths

Introduce awareness programs for cyclists and pedestrians using shared paths. Conduct a review and safety audit of shared paths.

Recommendation 7: Pedestrian Crossings

That the requirement for cyclists to dismount at pedestrian crossings be amended to enable cyclists to remain on their bikes, but that they must slow to a walking pace prior to entering and when on the crossing.

Recommendation 11: Code of Conduct

Establish a consultative group to develop a cyclists' code of conduct document based on the principles outlined in the Victorian document *Sharing roads and paths*.

Recommendation 15, 16, 17: Minimum Passing Distance

Consider amending the ACT Road Rules to mandate a minimum overtaking distance of:

- one metre in speed zones 60km/h and below.
- one and a half metres in speed zones above 60km/h.

Develop a comprehensive community awareness and education strategy to inform all road users of the minimum overtaking distance requirements.

Recommendation 18: Driver Licensing

Amend the theoretical component of the drivers licence test to place a greater focus on the examination of the road rules and associated issues as they relate to vulnerable road users.

Review the practical component of the drivers licence test and consider the addition of a competency related to vulnerable road users.

Review the attitudinal components of driver licence testing including current Australian driving tests, scientific literature and international experiences with a view to possible inclusion into ACT driving tests if appropriate.

Recommendation 21, 22: Strict Liability

Examine the introduction of a strict liability scheme in the ACT and present the outcomes to the Legislative Assembly by March 2015. The examination should assess the impact of the scheme and include an analysis of alternative approaches, such as cascading rebuttable presumption.

Recommendation 23, 24: Speed Limits

Consider implementing a trial of lower speed limits in school zones and residential areas with high level of pedestrian and cycling activity in close proximity to shared paths. Conduct a review of the speed limit hierarchy across all roads in the ACT.

Recommendation 25: Separation

Conduct an evaluation of the trial announced in April 2014 to provide defined separation between cyclists and other traffic.



Photo courtesy of Transport for NSW

National Road Safety Action Plan 2015-2017

The *National Road Safety Action Plan 2015-2017* supports the implementation of the *National Road Safety Strategy 2011-2020*. The action plan includes 19 individual actions across four themes.

The actions that have a direct impact on cycling include:

- Action 1 Prioritise and treat high-risk rural and urban roads, focusing on the main crash types and vulnerable road users.
- Action 12 Expand the application of lower speed limits in areas with high pedestrian and cyclist usage.
- Action 17 Implement and promote a range of Safe System demonstration projects in urban settings, with a focus on the safety of vulnerable road users.

The actions that have some impact on cycling include:

- Action 3 Review road infrastructure safety programmes to establish best practice processes for identifying, prioritising and developing projects based on fatal and serious casualty reduction criteria.
- Action 13 Implement programmes to build community understanding and support for effective speed management measures.
- Action 15 Strengthen national police enforcement operations to improve road safety compliance.
- Action 19 Examine and progress options to improve measurement and reporting of non-fatal and disabling injury crashes, particularly through the development of matched crash and hospital database systems.



NSW Cycling Safety Action Plan 2014-2016

The NSW Government is focussing efforts to increase cycling rates as a mode of transport under the direction of *NSW 2021*, the 10 year strategic plan for NSW. Research in NSW has identified that safety is a major barrier to people cycling in NSW. The *Cycling Safety Action Plan 2014-2016* aims to improve the safety of cycling in NSW through a set of 37 action points.

Actions 1-5: Riding Safely

Work with bicycle user organisations to help bicycle users to increase their safety on the road through information, training and membership materials. Provide information through a dedicated website. Develop safe cycling resources for the corporate sector.

Actions 6-9: Sharing the Roads

Develop and deliver NSW Safe Communities campaigns in conjunction with the Amy Gillett Foundation. Implement a "share the road" campaign. Undertake attitudinal research with drivers and bicycle riders.

Actions 10-14: Understanding Road Rules and Compliance

Improve understanding and awareness of the Road Rules through stakeholders and driver knowledge testing. Use enforcement to target high risk behaviours. Investigate improved deterrence mechanisms. Continue the NSW school education program addressing bicycle safety in school students.

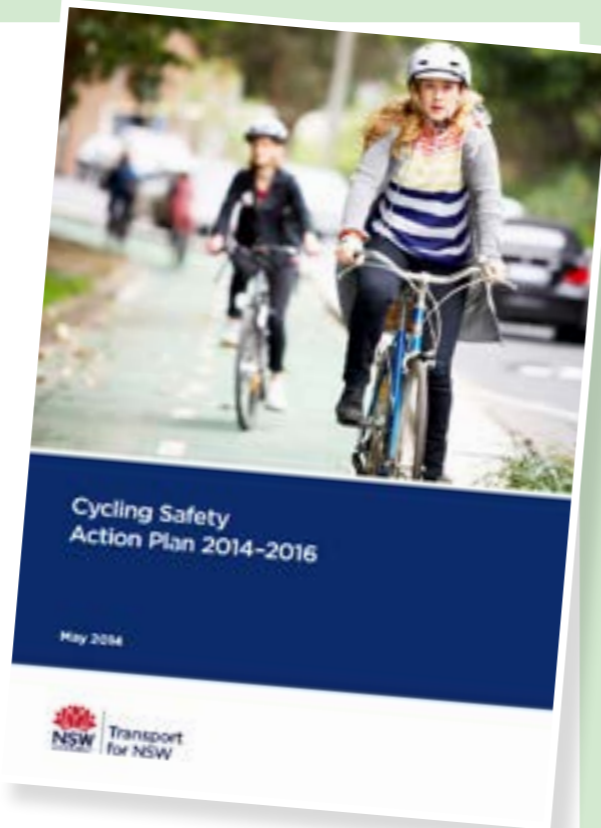
Action 15: Review Road Rules Applicable to Bicycle Riders

Actions 16-20: Increase the visibility of bicycle riders on the road network at mid-block and intersection locations

Investigate the placement of bicycle logos on streets and the implementation of bicycle boxes on bicycle streets. Create cycling-friendly neighbourhoods with lower speed limits and low cost traffic-calming measures. Analyse data to identify crash clusters and apply a safe systems approach to reduce risks to bicycle riders.

Actions 21-24: Shared Path Design

Research shared paths and review policy. Investigate improved treatments for transition from shared paths to cycleways. Improve bicycle rider awareness of the need to slow down and give way to pedestrians on shared paths.



Actions 25-30: Increase safety for bicycle riders on high speed roads

Improve signage to alert drivers to the presence of bicycle riders. Investigate treatments at high risk locations. Promote the use of off-road facilities. Review maintenance programs. Explore and implement emerging safety technologies.

Actions 31-33: Increase the uptake of bicycle safety features

Promote the sale and use of safety equipment. Undertake research to determine safer lighting options.

Actions 34-37: Stakeholder Engagement

Hold regional cycling forums. Work with local government to deliver bicycle safety projects. Collaborate to analyse bicycle accident data. Establish a working group to oversee the implementation of the cycling safety action plan.

Queensland: Parliamentary inquiry into cycling issues

On 7 June 2013, the Legislative Assembly requested that the Transport, Housing and Local Government Committee inquire and report on issues to improve the interaction of cyclists with other road users. The terms of reference covered the following issues:

- short and long-term trends in bicycle injuries and fatalities involving motor vehicles
- evaluation, considering factors such as effectiveness, enforceability and impacts on other road users, of existing and any other alternative road rules, such as the 1m rule, which governs interaction between cyclists and other road users
- current penalties and sanctions, including where there are differential fine rates for cyclists compared to other road users
- the potential benefits and impacts of bicycle registration.

The inquiry received 106 submissions from a wide range of stakeholders. On 29 November 2013 the Committee tabled its report which made 68 recommendations aimed at improving cycling safety that broadly fit within the following categories:

- cycling statistics
- Queensland road rules review
- penalties and sanctions
- registration
- infrastructure improvements
- education and awareness.

The Queensland Government's response

On 7 April 2014 an initial package of supported recommendations was implemented across Queensland. The package included a 2 year trial of a minimum passing distance for cyclists as well as other road rule changes associated with this rule such as enabling vehicles to cross centre lines when safe.

On 28 May 2014 the Queensland Government tabled its response to the Committee's report. The government supported 50 recommendations, either in principle, in part or in full.

Transport and Main Roads has developed an implementation plan to be prioritised for delivery under a revised Queensland Cycle Strategy 2011-2021, noting the Committee's view that the strategy is a relevant and comprehensive vehicle for delivering Queensland's cycling vision.



The Implementation Plan will be delivered under six themes:

1. **Immediate implementation** captures the recommendations initially supported by the government in November 2013, including the introduction of minimum passing distances.
2. **Education and awareness** encompasses communication, awareness and education deliverables, including share the road messages and wider social change.
3. **Enforcement, legislation and regulation** encompasses changes to road rules and the delivery of a substantial inter-agency legislative review aimed at improving interactions between cyclists and other road users.
4. **Infrastructure, facilities and technical standards** encompasses the provision of best-practice technical standards and guidelines to support better cycling infrastructure and facilities.
5. **Partnerships and supporting a safe and connected network** will leverage existing projects and funding avenues to achieve outcomes and encourage greater investment by local government by promoting Queensland Government funding partnerships.
6. **Research and analysis** includes continued research of opportunities to improve the interaction between cyclists and other road users through an engineering, enforcement and education approach and safe system approach.



Western Australia: Share Our Roads

With more than 400,000 Western Australians riding their bicycles each week, it is recognised by the government that the bicycle is an important part of the transport landscape.

In 2014, the Government of Western Australia launched a \$300,000 campaign to promote, educate and inform the community about motorist and cyclist road safety in Western Australia. The campaign highlights the human face of bicycle users and seeks to encourage sharing of the roads.

Courtesy of the Western Australian Department of Transport



Key Theme: Sharing the Road

The behaviour of people driving motor vehicles has a significant effect on the safety of people walking and cycling. Drivers who pay too little attention to the driving task or exhibit aggressive or intimidating behaviour towards other road users create an unsafe environment for all road users, particularly those who choose to walk or cycle. Aggressive driver behaviour can also have an effect on cycling participation, with some riders (particularly new riders) giving up after a negative experience with another road user.

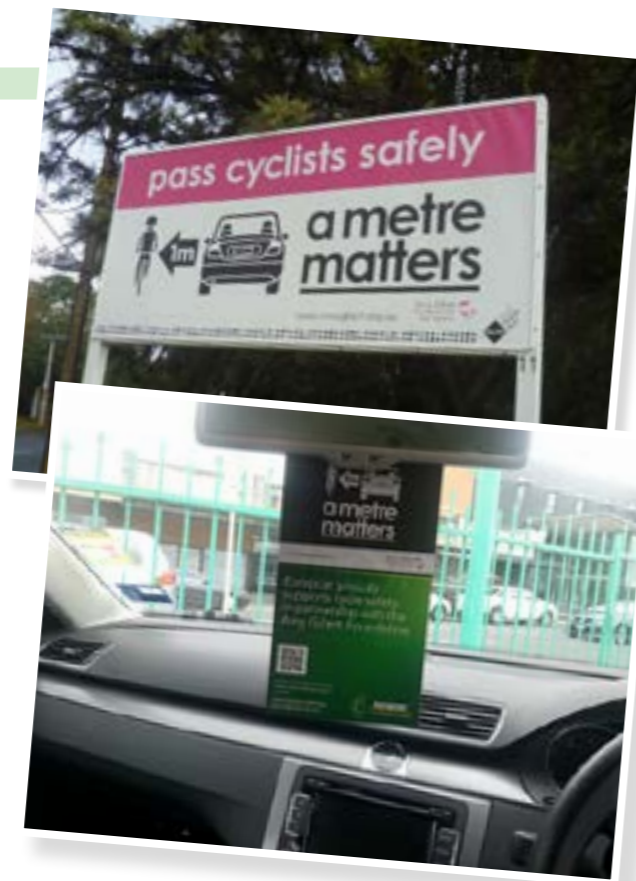
Rider behaviour can also have an important effect on bicycle safety. Not only is it important for bicycle riders to obey the rules of the road, it is also important for riders to develop good "road craft", which refers to the skills that experienced riders develop to keep themselves safe. These skills include making eye contact with drivers turning in front of the rider and using good road positioning to ensure that they are highly-visible.

Cycle Safe Communities

The Amy Gillett Foundation has developed a series of resources that can be used by organisations that wish to support Cycle Safe Communities. These online resources provide evidence-based awareness, educational and behaviour-change campaign materials for organisations and community groups to utilise in their local region as a Cycle Safe Communities partner.

The Amy Gillett Foundation was honoured to receive Australasia's premier road safety prize, the prestigious 3M-ACRS Diamond Road Safety Award in November 2014 for its Cycle Safe Communities program.

The theme for the 2014 ACRS Awards was "Keeping People Safer through Innovative Best Practice" and Cycle Safe Communities was judged the best overall project/program with a focus on innovation, collaboration, community engagement and road safety outcomes. The Governor-General of Australia, His Excellency Sir Peter Cosgrove, presented the award to Amy Gillett Foundation CEO Tracey Gaudry.



Courtesy of the Amy Gillett Foundation

New South Wales: It's a Two-Way Street

The Amy Gillett Foundation, in conjunction with the NSW Government, launched the road safety awareness campaign *It's a two-way street* in February 2014.

The campaign features 16 Drive and Ride Rules designed to educate motorists and bike riders on how to share the road safely and show mutual respect.

The road safety initiative has been delivered across New South Wales via radio advertising, pocket guides, social media and lightbox advertising in prominent Sydney CBD locations and billboards in highly populated regional areas.

In an extension of the campaign, the Foundation and the NSW Government will unveil a series of the *It's a*

two-way street animations in 2015, bringing to life the 16 rules.

The Tasmanian Government also put bike rider safety firmly on the agenda when it launched the *It's a two-way street* campaign across the state in October 2014 via radio ads, social media and a pocket guide.

The *It's a two-way street* pocket guide is set to reach hundreds of thousands more Australians through a local council campaign being jointly rolled out by the Amy Gillett Foundation and Z-Card, where councils can produce the pocket guide featuring their own branding in a cost-effective manner.

Courtesy of the Amy Gillett Foundation





Photo courtesy of Amy Gillett Foundation

Key Theme: Minimum Passing Distance

A common type of crash that results in the fatality of a bicycle rider is when a motor vehicle hits a rider from behind while travelling in the same direction. The Amy Gillett Foundation has identified that many of these tragedies could be avoided through the introduction of a "minimum passing distance" rule into the Australian Road Rules. This rule would require that the driver of a motor vehicle leave a minimum distance between their vehicle and a bicycle rider when passing.

The Amy Gillett Foundation has spearheaded a national campaign called "a metre matters" which calls for state and territory governments to introduce minimum passing distance legislation. This campaign has achieved excellent progress in 2014.

In January, leading Australian cyclist Richie Porte launched the national "a metre matters" petition at the 2014 National Road Championships, co-signed by 2011 Tour de France winner Cadel Evans and ten-time World Champion Anna Meares.

The petition called upon the Australian Government to implement changes to the Australian Road Rules, mandating a minimum overtaking distance of one metre when drivers overtake bike riders on the road. The petition gathered nearly 30,000 signatures and was presented to the House of Representatives by Andrew Nikolic on the 29th of May 2014.

In April, the Queensland Government became the first jurisdiction to introduce a two-year trial of minimum overtaking distance legislation.

The Foundation commissioned independent market research at the six-month mark of the trial and the results highlighted the positive impact the legislation is having; over 60% of bike riders are experiencing greater distance from passing motorists, three-quarters of drivers are aware of the legislation and two-thirds of all road users support the new rules.

The ACT Government has announced it would introduce a trial of minimum overtaking distance legislation in 2015. The commitment was made in response to recommendations handed down by the Vulnerable Road User Inquiry described earlier in this report.



In November, the Amy Gillett Foundation appeared as an expert witness at the South Australian Citizens' Jury into the topic - *Motorists and Cyclists will always be using our roads - What things could we trial to ensure they share the roads safely?*

The Jury handed down an extensive set of recommendations to the South Australian Government, including the implementation of minimum overtaking distance legislation. Premier Jay Weatherill responded to the recommendations, confirming that the South Australian Government will become the third jurisdiction to introduce safe passing laws.

The extent of progress on the push for a national minimum passing distance law was confirmed in December 2014 by Assistant Minister for Infrastructure and Regional Development, the Hon Jamie Briggs, MP. Mr Briggs announced that Transport Ministers in all states and territories have agreed to consider implementing a minimum one metre overtaking distance for cars passing bicycle riders, informed by the outcomes of Queensland's current trial.

Queensland: Stay Wider of the Rider

In response to a recommendation in the Queensland parliamentary inquiry titled "A new direction for cycling in Queensland", the Queensland government has introduced a two-year trial of minimum passing distance laws.

The trial law states that a motorist must allow the following clearance between their motor vehicle and a bicycle rider as they pass:

- a lateral distance of not less than 1 metre if the applicable speed limit does not exceed 60 km/h and
- a lateral distance of not less than 1.5 metres if the applicable speed limit exceeds 60 km/h.

Following the introduction of the minimum passing distance legislation in Queensland, the Queensland Government has created a "Stay Wider of the Rider" campaign to communicate the rule change.

Queensland is planning for additional rule changes to be implemented in 2015 with a focus on making riding safer and easier.

Courtesy of the Queensland TMR



Tasmania: Metre Matters

In Tasmania, changes to the Road Rules have been introduced to allow motor vehicles to overtake on a solid centre line (where safe) so as to enable cars to pass cyclists at the recommended distance of 1 metre in speed zones of 60 km/h or less, and 1.5 metres in speed zones greater than 60 km/h. This change has been supported by a substantial education campaign and the implementation of advisory signage on high-use cycling routes.

A complimentary marketing campaign has been launched based on the 'Sharing the Road' principles, promoting stronger respect and care between all road users, including cyclists, motorcyclists, pedestrians and motorists.

Cycling Fatalities 2014

While the number of total fatalities on our roads has been steadily decreasing for the past several decades, the number of bicycle fatalities has fluctuated from year to year rather than decreasing.

In 2014, bicycle fatalities were heavily skewed towards older riders, with 20 of the 45 fatalities occurring in those aged over 60. Only one of the 20 riders killed over 60 years of age was female.

In general, bicycle fatalities in 2014 were 3.5 times more likely to have been caused by an incident involving a second vehicle (35 fatalities) than to have occurred in a single vehicle incident (10 fatalities). All female fatalities (7 fatalities) involved a second vehicle. Of the 20 riders aged 50 and under who were killed in 2014, 95% (19 fatalities) involved a second vehicle.

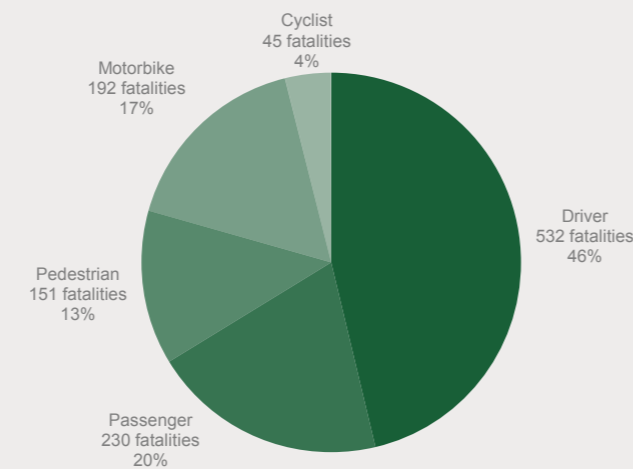
The high likelihood of a second vehicle being involved in bicycle fatalities indicates that the safety of bicycle riders is heavily dependent on the vehicles around them. Measures that separate bicycles from motor vehicles or improve the ability for drivers and riders to share the road safely are paramount in reducing bicycle fatalities in future years.

The vast majority of single-vehicle fatalities (9 fatalities of 10) involved male riders over 50 years of age.

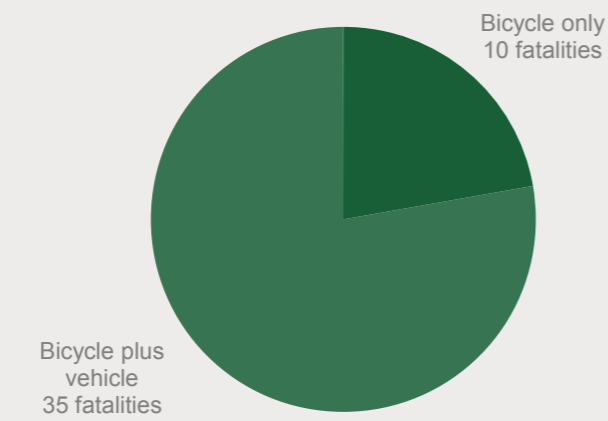
Bicycle fatalities in 2014 predominantly occurred on roads with higher speed limits, with only eight of the 45 fatalities occurring on roads of 50 km/h or under.

Weekend bicycle fatalities in 2014 were skewed towards the morning, with 12 of 15 fatalities occurring before 11am. Weekday fatalities were fairly evenly distributed throughout the day but with only 2 fatalities occurring after 7 pm.

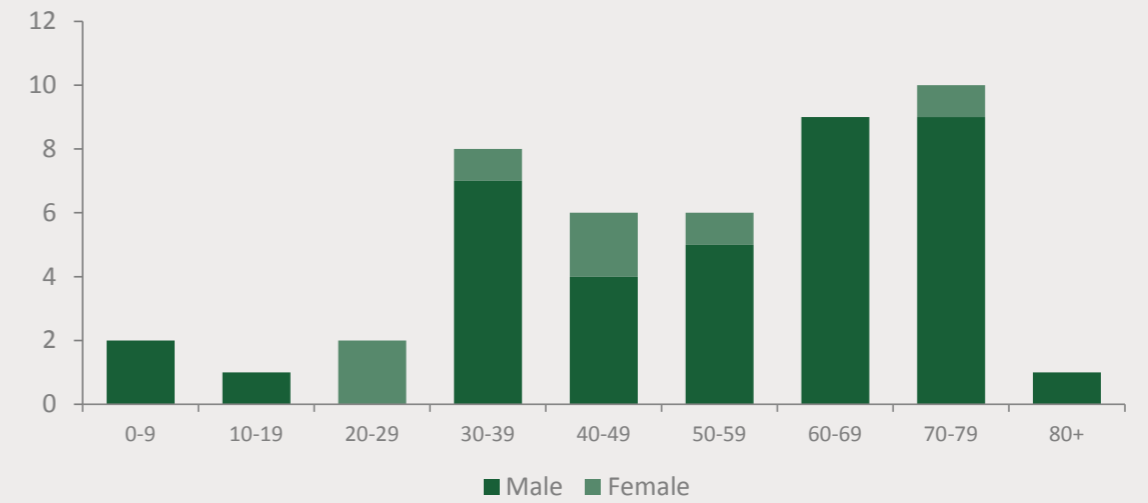
Australian road fatalities 2014



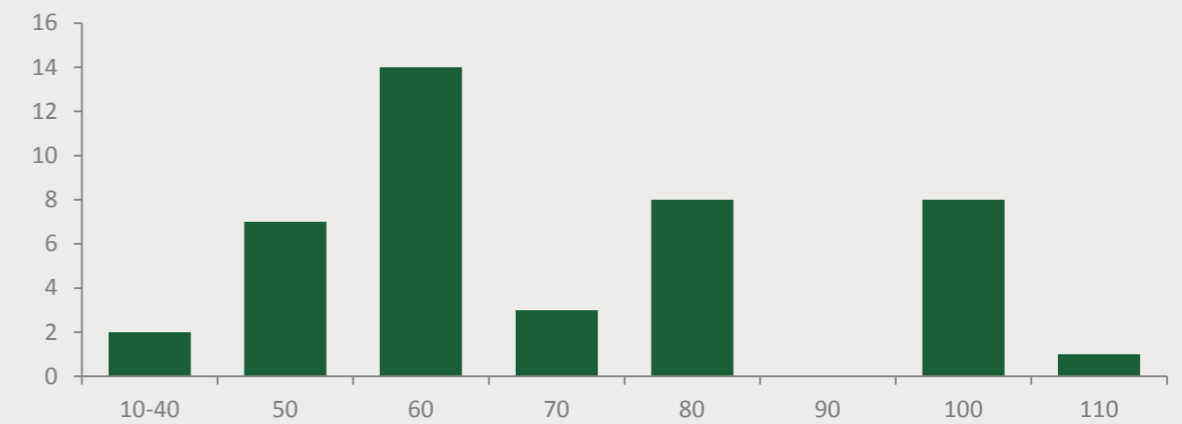
Australian cycling fatalities 2014



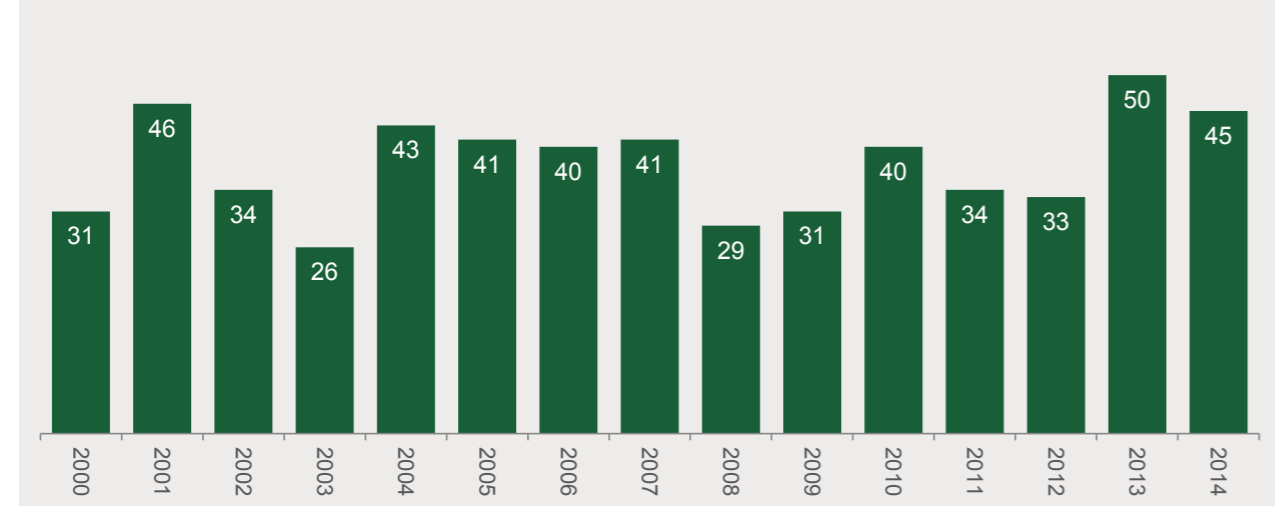
Australian cycling fatalities against age 2014



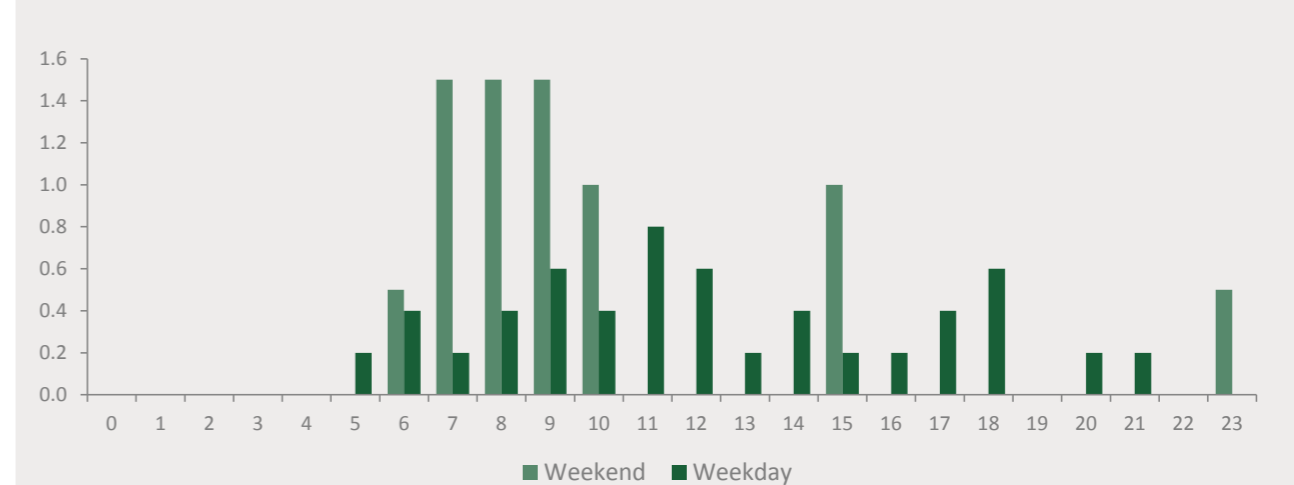
Australian cycling fatalities against speed limit 2014



Australian cycling fatalities 2000-2014



Australian cycling fatalities hourly distribution 2014



Source: Australian Road Deaths Database, www.bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx (accessed 21 January 2015).

Source: Australian Road Deaths Database, www.bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx (accessed 21 January 2015).

5

Monitoring & Evaluation



In delivery of the National Cycling Strategy, the Australian Bicycle Council works with various agencies to develop data sets and investment appraisal tools to enable planners to make good decisions regarding investment in bicycle projects.

The Australian Bicycle Council conducted the National Cycling Participation Survey in 2011 and 2013, with the next survey due to be conducted in 2015. This survey forms the primary tool to measure the results that have been achieved by the National Cycling Strategy against the target of doubling cycling participation.

In addition to the collection of data, the National Cycling Strategy calls for "the development of agreed decision-making process, including a robust basis for assessing the costs and benefits of investment in cycling". A number of projects have been progressed or published in 2014 that build a framework for these assessments. These projects indicate that a theme of *integrating cycling into planning metrics* has been present in 2014.

Australian Infrastructure Statistics - Yearbook 2014

This report was delivered by the Bureau of Infrastructure, Transport and Regional Economics in 2014. The report aims to provide "a single, comprehensive annual source of infrastructure statistics for use by policymakers, industry leaders, transport analysts and the wider Australian community."

The report provides transport information such as transport infrastructure investment, road investment, vehicle kilometres travelled (VKT), vehicle ownership, and vehicle sales. Road investment is broken down into federal, state and local government expenditure which provides a useful benchmark with which to compare spending on bicycle-related projects.

The latest annual total for road-related expenditure by all public and private sector sources was almost \$25 billion in 2012-13. With a total of 16.4 million license-holders in Australia, road expenditure is approximately \$1500 per license holder.





Photo courtesy of State Growth Tasmania

Key Theme: Integrating Cycling into Planning Metrics

Michael Bloomberg, during his time as New York Mayor, was credited with saying:

"In God we trust. Everyone else should bring data".

With so many worthy infrastructure projects competing for limited available funds, the planning process must utilise tools that analyse objective evidence to determine the merit of one project over another. These tools often look at economic returns on investment (cost-benefit analysis), demand modelling (projections of likely usage) and traffic modelling (detailed modelling of traffic flows under a particular set of conditions).

In 2014, a number of projects have been progressed that, for the first time, integrate bicycle and pedestrian planning metrics into the basic toolsets used to assess projects.

A research report on Accessibility-based Network Operation Planning has incorporated cycling and walking as fundamental components of a full journey from source to destination.

A research report on Level of Service Metrics has expanded the scope considered by Level of Service (LOS) analysis. Traditionally, this analysis only considered motor vehicle LOS, however this project has expanded the scope to consider the LOS experienced by various road users including pedestrians and bicycle users. It is now possible to quantify the impact of changes to the road environment on different road user groups, thereby allowing traffic engineers to consider how each mode is prioritised on each street.

The latest revision of the National Guidelines for Transport System Management will provide an improved set of tools to perform cost-benefit analysis across all modes.

Accessibility-Based Network Operation Planning

In 2014, work progressed on the development of an accessibility-based network operation planning framework which aims to combine principles of a standard Network Operation Planning (NOP) with principles that consider the accessibility of the network to origins and destinations.

A standard NOP aims to guide the operation and development of road/transport networks, corridors, individual roads and links. A NOP contains the short-term initiatives and the day-to-day management and operation of the road/transport network.

Accessibility is broadly defined as the variety of opportunities provided to people through efficient arrangement of land use and the provision of transportation. In an accessibility-based NOP framework, accessibility is the overarching objective of network operation planning. Accessibility-based NOP is an extension of the network operation planning process with the incorporation of social dimensions that have not been explicitly considered in the traditional NOP framework.

For NOP to enhance the accessibility of households to specific road users, the development of the NOP needs to be aligned and harmonised to connect road users from journey origins to valuable destinations.

Level of Service Metrics

The level of congestion experienced on a traffic network is often used to assess the effectiveness of that network, with parameters such as time delay, saturation or environmental costs being used as a proxy for congestion. In 2014, Austroads reviewed congestion management processes through a project that uses a Level of Service (LOS) approach that applies to all road users including bicycle users. The LOS metrics include a wide variety of measures such as road safety, amenity, and accessibility.

It is intended that this approach will enable a better understanding of what the community considers to be an appropriate level of customer service in managing the road network. In understanding this, road authorities will be better informed to implement improvements to the management and operation of road networks that better-balance the competing demands for road space.

Key considerations for this project are as follows:

- ⊗ comparability of the LOS metric across transport modes.
- ⊗ sensitivity of the LOS metric to changes in network operation schemes.
- ⊗ useability of the LOS metric for guiding the network operation planning process, including target-setting.

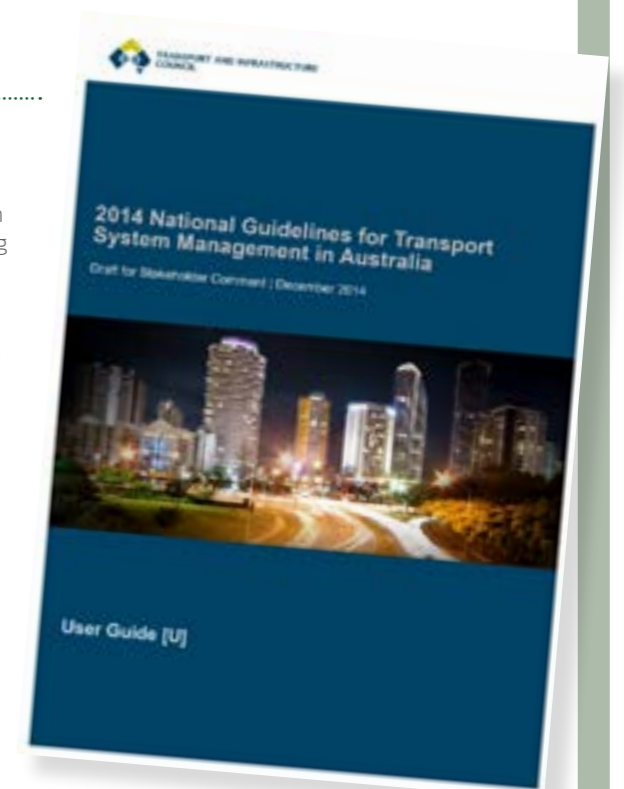


National Guidelines for Transport Systems Management (NGTSM)

The NGTSM outline best practice for transport planning and assessment in Australia. The Guidelines, last published in 2006, are being revised in a two-stage process. In late 2014 the first stage of content was released for public comment. In 2015, the second stage will be released for comment including comprehensive guidelines and parameter values for the appraisal of active travel projects.

It is expected that the guidelines will provide advice regarding:

- ⊗ an overview of the characteristics of active travel.
- ⊗ options identification.
- ⊗ modelling and forecasting.
- ⊗ estimations of benefits.
- ⊗ benefit parameter values including health, congestion reduction, crash benefits, vehicle operating cost savings, savings in parking costs, savings in public transport operating costs, savings in road infrastructure costs, environmental benefits and travel time benefits.
- ⊗ performance monitoring.



Is Sport Enough: Active Healthy Kids Australia

The Physical Activity Report Card initiative was first developed by Active Healthy Kids Canada in 2005, with an updated Report Card released annually for the past decade. The Physical Activity Report Card provides a synthesis of available evidence regarding the physical activity and sedentary behaviours of children and young people, and the settings/influences and strategies/investments which have a potential impact on these behaviours.

"Is Sport Enough" is Australia's first Physical Activity Report Card and has been modeled on the Canadian Report Card. The Australian Research Working Group (RWG) hopes to, like the Canadian initiative, release a Report Card annually so that Australia is informed and updated on the physical activity and sedentary behaviours of its children and young people.

The report notes that while it is encouraging that a large number of children are obtaining some of their weekly physical activity from organised sport, it asks 'Is sport enough?'. The report concludes that overall physical activity levels as well as physical fitness and obesity levels indicate that the answer is clearly "no".

The report also notes that it is imperative that we encourage, support and facilitate the incorporation of more physical activity throughout the everyday activities of children such as by using active transport to and from school.

The report card rated overall physical activity levels at D- and also rated active transportation levels at D.

The key findings for Active Transportation were:

- 20% of secondary school students (aged 12-17 years) travel to and/or from school using active transport at least once per week.
- According to parents, 35% and 39% of primary school students, aged 6-7 and 11-12 years respectively, travel to and/or from school using active transport at least once per week.
- Australians aged 5-17 years, on average, spend 18 minutes per day using active transport.

The suggestions on how to improve the Active Transportation grade were to address the following:

- Parental concerns about traffic and personal safety are important barriers to active transport. A range of strategies are needed to overcome these concerns and to increase children's competence to use active transport. These strategies may include changes to the physical environment that make it safer and easier for children to negotiate traffic and strategies to improve child and parental perceptions of child competence to walk or cycle to/from school.

Information has been provided from The 2014 Active Healthy Kids Australia Report Card on Physical Activity for Children and Young People with permission from the lead investigators of the project



- A combined effort is required from parents, schools and local government to increase the proportion of Australian children and young people using active transport to travel to and from school. All schools should have active transport policies to promote and encourage the use of active travel to/from school, which are established as a result of input from all key stakeholders. School site decisions should take into consideration the surrounding environment to ensure that features which support active transport to school, such as low traffic exposure and connected streets are prioritised.
- Additional strategies are required to improve active transport to school among those that live outside of a walkable or cyclable distance to school. Park and ride/walk strategies or strategies that encourage active transport for at least part of the school journey may be required.

Additional recommendations

- Both children and parents should incorporate active transport into their everyday routines.
- National surveys should contain measures of active transport that include destinations other than the school.
- Research examining the use of public transport is needed as people tend to use active transport (walk/cycle) at each end of a trip.

South Australia: Citizen's Jury

A Citizen's Jury was established in South Australia to answer the question, "Motorists and Cyclists will always be using our roads. What things could we trial to ensure they share the roads safely"?

The Citizen's Jury released a report in November 2014 outlining a set of recommendations as follows.

Library of Ideas - The Jury's ideas should be made available to anybody interested in exploring safer sharing of roads.

One metre does matter! - Legislation should be changed to define the overtaking space between a vehicle and a cyclist as a minimum of one (1) metre.

Formal cycling education in schools - An integrated safe cycling and road rule education program should be taught in primary school and high school.

Knowing and understanding the road rules - The drivers' licence permit process should:

- Combine the two handbooks (The Drivers Handbook and Cycling and the Law) into one publication.
- Ask a minimum of two questions on cycling in the learners test (one each in part A & B)

The Jury also recommended two trials be developed:

- A trial focussed on informing
- A trial focussed on assessment.

Cycling on footpaths - Cycling should be allowed on footpaths when there is no safer alternative.

Improve cycling infrastructure - Improvements to infrastructure should be undertaken, including:

- a) Cycle lanes - The Jury recommended that cycle lanes are interconnected and continuous. This was a priority for the Jury. The Jury recommended that maintenance of cycle routes/lanes is undertaken regularly to ensure a safe riding environment (fixing of potholes, removal of debris). The Jury recommended that a realistic minimum cycle lane width be established based on Australian standard. The Jury recommended that future roads in South Australia should be planned to include adequate interconnected cycle paths and lanes.
- b) Greenways - The Jury recommended that existing greenways and bike tracks are connected and extended throughout Adelaide metropolitan areas and rural/Adelaide hills centres. The Jury also recommended the establishment of new greenways and bike tracks in areas which are lacking a safe existing alternative.
- c) Bike storage - The Jury recommended that secure bike cages be constructed at all major train stations and bus terminals to encourage more cycling and the use of public transport. The Jury also recommended trialling the installation of bike racks on the front of buses.



Safer intersections - 'Green boxes' should be installed at all major intersections across the width of the carriageway.

New and improved cycle lane markings - A field trial that tests a number of options for improving cycle lane markings should be conducted.

Speed and Traffic Flow - Reduce speed and alter traffic flows in residential and denser areas in the Adelaide CBD, metropolitan hubs and regional town centres. These trials should be conducted for a defined trial period.

Collaborative Media and Messaging - A creative "safe roads" campaign should be run that is supported by stakeholders such as DPTI, RAA, Motor Accident Commission, SARTA, Bike SA, Local and State Government.

Annual 'safe cycling environment' award - Two State Government awards should be given annually to one urban and one regional council that successfully implements new cycling and road-sharing initiatives that promote best practice.

High Visibility Initiatives - Laws related to visibility should continue and, where appropriate, be enhanced.

On 22 January, the South Australian Premier presented Government's response to the Jury's report. Most of the Jury's recommendations will be implemented immediately and some recommendations will be investigated or trialed.



6 Guidance & Best Practice

The Australian Bicycle Council supports the development of nationally-consistent guidance that enables stakeholders to use and share best practice across jurisdictions. The focus is on providing consistency where standardisation is beneficial or where economies of scale can be achieved without impacting on the flexibility of states, territories and local councils.

Austrroads published a number of reports in 2014 that contributed to the knowledgebase available to practitioners. A revision of the Cycling Aspects of Austrroads Guides document was published in 2014. Research was published on bicycle safety at roundabouts which focussed on examining the suitability of bicycle lanes within the roundabout circulatory. Two research reports were published that provided a range of case studies for interventions that encourage cycling. One of the reports focussed on infrastructure, while the other focussed on low-cost interventions, including soft interventions such as behaviour change programs.



Blueprint for an active Australia

In 2014, the National Heart Foundation of Australia published the second edition of the Blueprint for an active Australia, outlining the case for change towards a more physically active Australia. The evidence and interventions presented in the first edition have been expanded and updated. The second edition features new action areas, reflecting a growing evidence base that reinforces the need for urgent, coordinated and concerted action.

Each of the featured action areas has been developed by leading academics, who have applied contemporary evidence and their specialist knowledge and expertise. While each of the action areas targets a different area of research expertise, Blueprint for an active Australia has been informed by a shared commitment to increasing Australia's investment in preventative health, including physical activity, and to the delivery of this investment in a manner that benefits all Australians.

The action areas are: built environments, workplaces, health care, active travel, prolonged sitting, sport/recreation, disadvantaged populations, Aboriginal/Torres Strait Islander peoples, children/adolescents, older people, financial measures, mass-media, research/evaluation.



Cycling Aspects of Austroads Guides

In 2014, Austroads published the second edition of Cycling Aspects of Austroads Guides. This guide contains information that relates to the planning, design and traffic management of cycling facilities and is sourced from Austroads Guides, primarily the Guide to Road Design, the Guide to Traffic Management and the Guide to Road Safety.

It is intended as a guide for engineers, planners and designers involved in the planning, design, construction and management of cycling facilities. Throughout the document, practitioners are referred to relevant Austroads Guides for additional information.

Cycling Aspects of Austroads Guides provides information about:

- 🌀 planning and traffic management considerations.
- 🌀 design guidance relating to on-road and off-road bicycle facilities.
- 🌀 construction and maintenance considerations.
- 🌀 provision for cyclists at structures, traffic control devices and end of trip facilities.



Assessment of the Effectiveness of On-road Bicycle Lanes at Roundabouts in Australia and NZ

In 2014, Austroads published this report examining the suitability of bicycle lanes at roundabouts. An extensive literature review was conducted which revealed strong evidence that bicycle lanes on the approach and within roundabouts are associated with negative safety outcomes.

A key conclusion from the research is that new or modified roundabouts should either encourage equitable speeds, or provide for cyclists so that they don't have to enter the circulating carriageway.

Strong evidence was found that lane markings that encourage cyclists to "claim the lane" (for example sharrows) can be effective and are recommended where speeds are equitable. Cycle lanes on the approach should terminate some distance behind the holding line where speeds are low.

Where equitable speeds are achieved, approach lanes should not exceed 3.0 m in width so that drivers do not attempt to enter the roundabout alongside cyclists. Where equitable speeds are unachievable, consideration should be given to physical separation on the approach and departure.



Low Cost Interventions to Encourage Cycling: Selected Case Studies

In 2014, Austroads published this report, containing 15 case studies showcasing low cost interventions that have successfully encouraged cycling in Australia and New Zealand.

The National Cycling Strategy aims to double the number of Australians who ride a bicycle. Engineers and behaviour change specialists are implementing a range of innovative low-cost infrastructure treatments and encouragement strategies which aim to encourage more people to use active transport modes.

The case studies were compiled with the intention of forming part of a new case studies section of the Australian Bicycle Council website.

The case studies project directly relates to priority six (guidance and best practice) of the National Cycling Strategy 2011-16. The report aims to illustrate what is possible and to provide inspiration to planners and practitioners.



Cycling Infrastructure: Selected Case Studies

In 2014, Austroads published this report, containing 29 case studies showcasing innovative Australian and New Zealand urban and regional bicycle infrastructure.

The design of the built environment to support active transport is an emerging discipline. Urban planners, designers as well as traffic and transport engineers are implementing a range of innovative infrastructure treatments with the aim of encouraging more people to use active transport modes. In the absence of local precedents, many treatments adapt designs from overseas examples and trial new intersection, signage and pavement surface treatments in addition to experimenting with shared environments.

'Non-standard' infrastructure treatments were sought which were not detailed in the Austroads Guides. The case studies were compiled with the intention of forming part of a set of design resources on the Australian Bicycle Council website.

The case studies project directly relates to priority six (guidance and best practice) of the National Cycling Strategy 2011-16. The case studies illustrate what is possible in terms of bicycle infrastructure and provide inspiration to planners and practitioners.



Photo courtesy of Adelaide City Council



Key Theme: Building Practitioner Communities

For many years, the Australian bicycle planning practitioner community has been building expertise in best-practice planning for bicycles through a number of conferences, seminars and working groups. In contrast to many bicycle conferences which focus on the retail bicycle market, these conferences focus on building skills within the planning, health, tourism and other related areas with a view to encouraging bicycle use.

In 2014, Australia played host to the world's largest international bicycle planning conference, Velo-City Global. A range of other practitioner conferences were also held, including a number of Bike Futures conferences.

In 2015, Queensland will host the Asia-Pacific Cycle Congress, bringing together bicycle planning practitioners from across Australia and the rest of the Asia-Pacific region.

Velo-City Global Adelaide

The Velo-city Global (VCG) Cycling Conference is a product of the European Cyclists Federation (ECF) and is the world's premier international planning cycling conference. In 2014, Adelaide was the first city from the southern hemisphere to host the VCG conference.

The Adelaide City Council and the South Australian State Government Department of Transport Planning and Infrastructure jointly organised the event. The conference was held at the Adelaide Convention Centre and the Adelaide Town Hall from Tuesday 27 – Friday 30 May 2014. A total of 570 delegates from 34 countries attended VCG Adelaide 2014 with around 40% of delegates attracted from overseas.

The conference included leading speakers in the field of cycling planning, placemaking, urban design and cycling for transportation. In order to engage a variety of people, a range of different methods were used to deliver conference sessions ranging from traditional methods such as key note addresses and concurrent sessions to more innovative methods such as "learnshops" and "petcha kutchu workshops".

In addition to the conference program itself, a number of site tours and master classes took delegates across greater Adelaide. A forum was provided for Mayors and Deputy Mayors, while the following two related



symposiums were also held:

- Cities for Cyclists hosted by the Adelaide City Council
- Scientists for Cyclists hosted by the University of SA.

The inaugural Velo-fringe community cycling festival was held alongside VCG Adelaide from 16 – 31 May 2014 to engage the broader community in cycling and the conference more broadly. A total of 34 events were part of Velo-fringe.



Bike Futures

In 2014, Bike Futures professional development conferences were run by Bicycle Network in New South Wales, Victoria, Western Australia, Tasmania and the Northern Territory.

The conferences provided an opportunity for over 350 delegates to network and receive the latest practical bicycle planning knowledge. Amongst the topics covered were the health benefits of active transport, Ride to School and Ride to Work programs and the benefits of cycling to regional areas.

Walk 21: Session on Shared-Use Paths

Walk21 is an international conference that exists to champion the development of healthy, sustainable and efficient communities where people choose to walk. Sydney hosted the Walk21 conference in 2014 and explored the intersection of walking and cycling in a session titled: *Walking and Cycling: Friends or Foes*.

The Australian Bicycle Council organised the session and invited the following speakers to explore the challenges and opportunities for shared spaces:

- Professor Narelle Howarth, Centre for Accident Research and Road Safety, Queensland (pictured).
- Robyn Davies, Senior Transport Planner, Brisbane City Council.
- Ben Rossiter, Executive Director, Victoria Walks.



National Road Safety Forum

The National Road Safety Forum was held in Canberra in September 2014. The opening address to the Forum was provided by the Hon Jamie Briggs MP, Assistant Minister for Infrastructure and Regional Development.

The forum featured a session on vulnerable road users which included a discussion panel and presentations by a number of walking and cycling safety experts including Tony Arnold from the Australian Bicycle Council.