



**AUSTRALIAN  
BICYCLE COUNCIL**



**NATIONAL CYCLING  
STRATEGY 2011-16**

# 2016 Implementation Report

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## 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 and territory as well as New Zealand. A representative from local government and the NTC are also members of this group.

### Austroads

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.





Photo courtesy of Don Brice

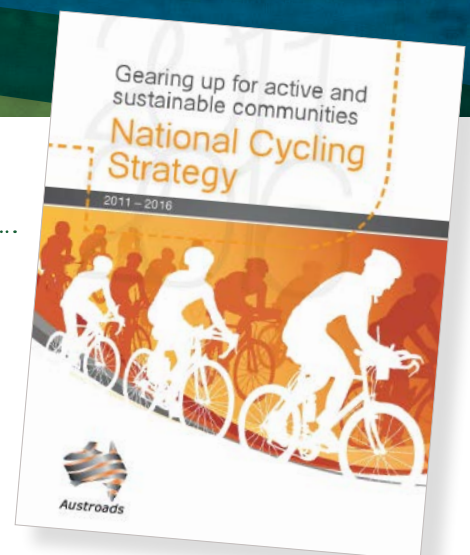
## National Cycling Strategy 2011-16

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. 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

\$122.3m

invested by  
states and  
territories in  
2015-16.

Photo courtesy of  
Humans on Bikes

## This report provides an overview of progress made in 2016 towards the objectives of the National Cycling Strategy 2011-16. During 2016, State and Territory Governments have continued to embed walking and cycling measures into a variety of planning instruments at both a strategic and an operational level.

The National Cycling Strategy Implementation Report provides an annual update on work that has progressed on cycling-related policy and programs in Australia. This report is the sixth Implementation Report for the current strategy.

While the current National Cycling Strategy was due to finish at the end of 2016, the current strategy has been extended for one year until the end of the 2017 calendar year. This provides an opportunity to conduct the fourth National Cycling Participation Survey in 2017. The future national approach to cycling (and walking) will be determined in 2017.

In 2016, state and territory cycling promotion included programs that encourage cycling for short trips, recreational cycling and cycling to work. Programs that encouraged short trips include Ride2School (Vic, Tas, NT, ACT), Your Move (Qld) Cycle Instead (SA), Your Move (WA) and Active Streets (ACT).

In 2016, State and Territory Governments spent \$121.8 million on improving on-road and off-road cycling networks to key destinations in both urban and rural areas.

Planning for cycling continues to be integrated into wider government policy published in 2016, with both walking and cycling forming key components of the Smart Cities Plan (Australia), the Great Sydney Commission District Plans (NSW), 30 Year Infrastructure Strategy (Vic), Perth Transport Plan (WA) and NT Land Use Plans (NT).

In 2016, several jurisdictions also released bicycle strategies or updated cycling plans, with the Queensland Government releasing six Principal Cycle Network Plans and the Western Australian Government releasing their Long Term Cycling Network Plan.

Over the past 10 years, the number of bicycle fatalities has varied around an average of 36.4 per year with a maximum of 50 in 2013 and a minimum of 29 in 2016.

As in other years, bicycle fatalities in 2016 were heavily skewed towards older riders, with the average age being 58 years. Of the 29 rider fatalities in 2016, 86% of riders were aged over 40 years and 55% were aged over 60 years. This result is particularly significant given that cycling participation in Australia has been shown to decrease significantly with age.

The National Road Safety Strategy 2011-2020 continued in 2016, with the Victorian Government releasing Towards Zero 2016//2020 and the ACT Government releasing their Road Safety Action Plan 2016-2020.

Flinders University released a comprehensive study into serious injury due to road vehicle traffic crashes from 2001 to 2010. The paper included data on cycling injury which suggested that high-threat-to-life injuries caused by traffic crashes have more than doubled from 2001 to 2010.

Over the life of the current National Cycling Strategy, there has been a focus on the laws that govern cycling and their role in improving safety and/or encouraging cycling. In 2016, further progress has been made on the introduction of minimum passing distance laws in several jurisdictions. These laws require drivers to provide a lateral distance of at least 1m (up to 60 km/h) and 1.5m (over 60 km/h) between their vehicle and a cyclist. Drivers in New South Wales, Queensland, South Australia, Tasmania and the ACT are now required to comply with minimum passing distance laws.

The Australian Transport Assessment and Planning Guidelines were released in 2016. These guidelines included, for the first time, mode-specific guidance that provides parameters that can be used for the assessment of active travel projects.

Several jurisdictions sought to improve their bicycle counter data through a variety of innovations. The Queensland Government used Strava (a mainstream cycling mobile application) data to assess the success of new bicycle infrastructure. The Western Australian Government developed an Implementation Plan for the expansion of permanent counters on the Perth bicycle network. The ACT Government developed a mobile application called Cordon Count to assist with gathering bicycle count data.

An Austroads project on bicycle parking harmonised Austroads guidance with the Australian Standard and has provided a comprehensive report on the issues that should be considered when installing bicycle parking facilities and end-of-trip facilities.

Several jurisdictions have released supplementary guidance focusing on bicycle facilities. The Victorian Government published guidance on "strategically important corridors" and bicycle/pedestrian treatments at roundabouts. The Western Australian Government published Shared Path Guidelines.

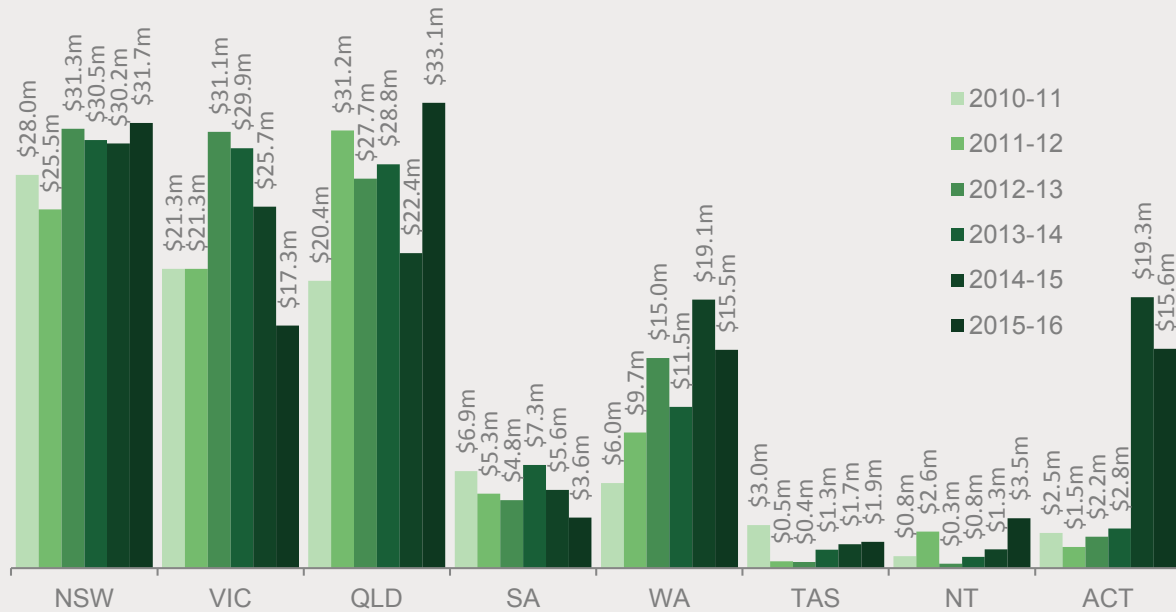
The Australian bicycle planning practitioner community has sought to leverage international expertise, with the introduction of innovations such as Safe Active Streets and the Cycling Without Age program.

## Investment in Cycling Infrastructure and Programs

The National Cycling Strategy notes that countries that have achieved significant levels of cycling activity have benefited from extensive and sustained investment in their cycling networks and facilities. The Strategy focuses on three main areas: a safe cycling network, end-of-trip facilities and the ongoing improvement of guidance that promotes best practice design and provision of cycling infrastructure and facilities.

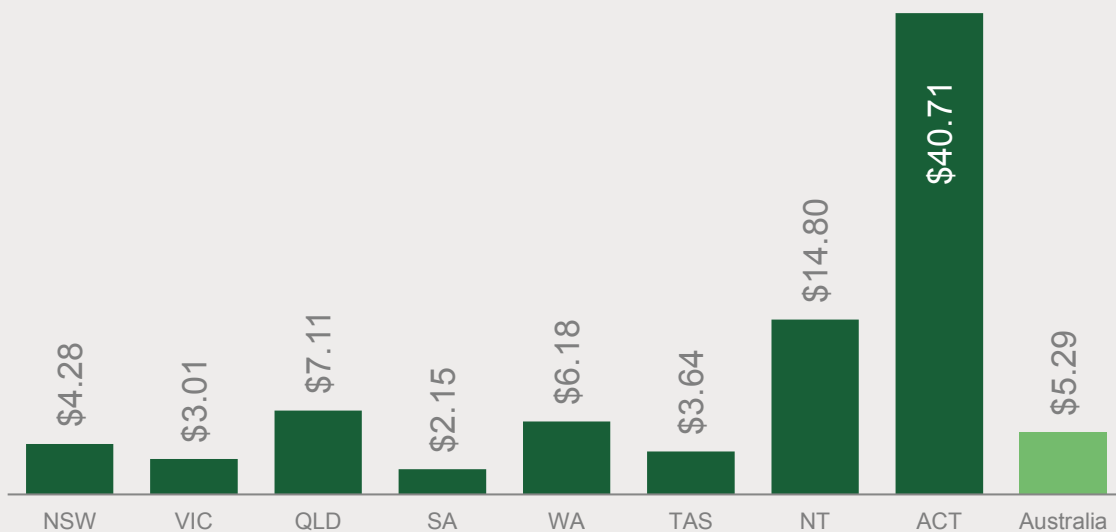
In 2015-16, Australian state and territory governments invested \$122.3 million in cycling infrastructure and programs. This equates to around \$5.29 per head of population across Australia. This figure excludes work that is carried out as part of the general maintenance and construction of roads. This figure also excludes investment made by federal and local governments.

### State & Territory Cycling Investment 2010-2016



### State & Territory Cycling Investment 2015-16

per head of population



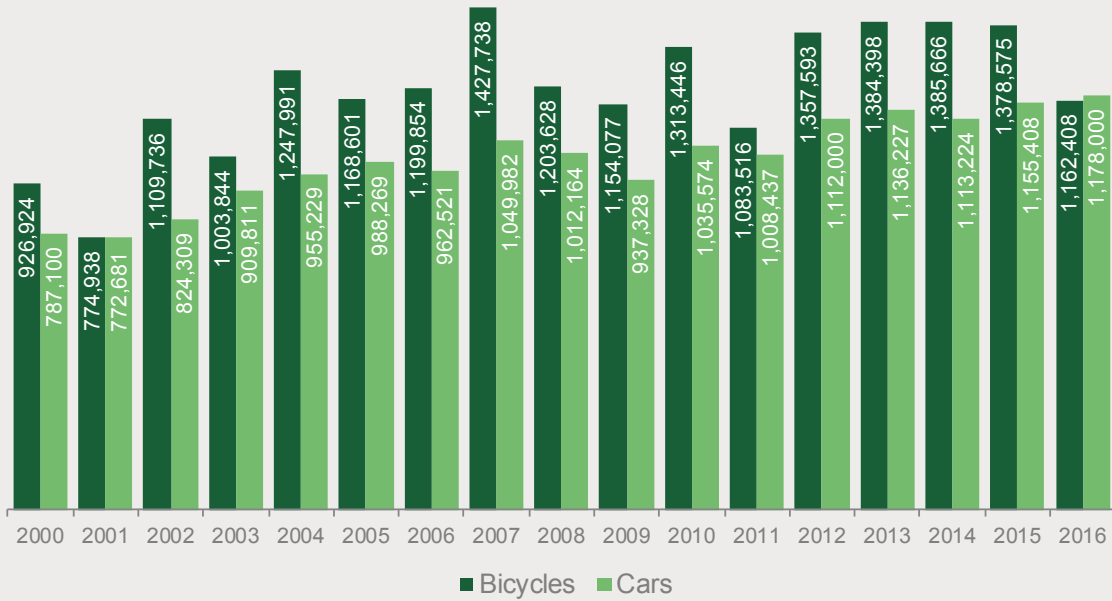
Source: Expenditure provided by jurisdictions

## Bicycle Imports

There was a steep fall in bicycle imports in 2016, with 1,162,408 bicycles imported compared to an average of 1,317,950 bicycles over the past five years. This is a drop of 12%, with falls occurring in both adult bicycle imports and child bicycle imports. The fall in bicycle imports and an increase in car sales in 2016 has seen car sales outpace bicycle imports for the first time in the past sixteen years.

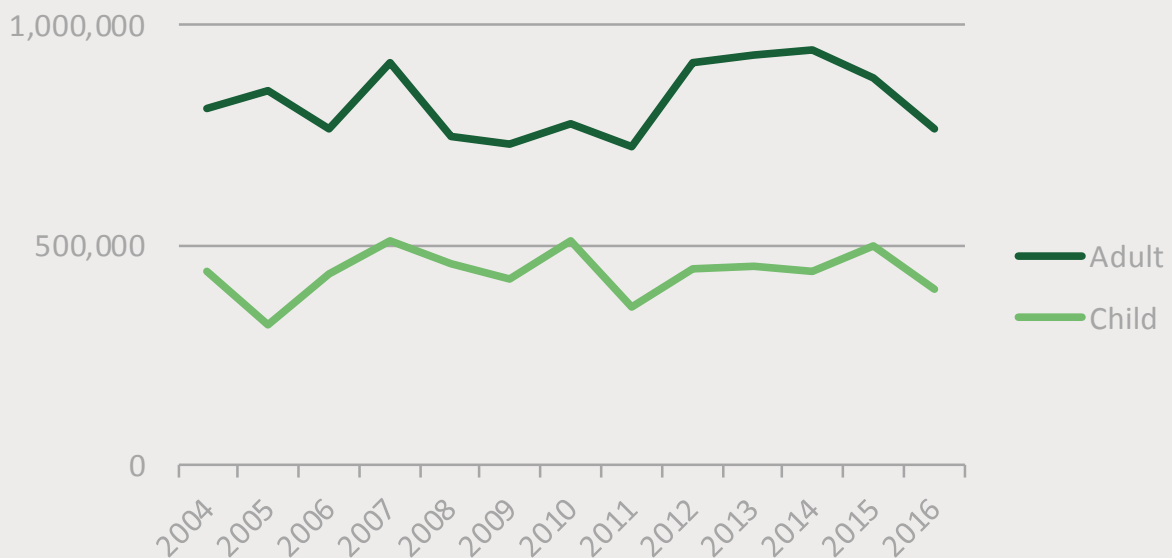
Bicycle sales are a measure of intent to ride a bicycle, so the large decrease in bicycle imports in 2016 is a negative result that raises concerns that a decrease in cycling participation may follow. A fourth National Cycling Participation Survey will be conducted in 2017 and will assist in assessing to what extent the drop in imports is reflected in a drop in participation.

### Australian bicycle imports and car sales 2000-2016



### Australian bicycle sales 2004-2016

adult and child bicycle sales



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.

# Summary of Work in Response to the National Cycling Strategy Aims

This report provides a summary of the actions undertaken in 2016 to implement the National Cycling Strategy 2011-16.

The below tables provide a quick-reference guide that cross-references the actions from the strategy with the content in this document.

## Priority Area 1 - Cycling Promotion

Action	Strategy Aims	Actions Taken in 2016	Pages
1	Marketing and education programs that promote the benefits of cycling and encourage people to cycle for short personal trips will continue to be developed and implemented. These programs should target: i) underrepresented groups, such as school children, seniors and female commuters; and ii) both cyclists and other road users, including motorists.	States and territories encouraged short trips through programs such as Ride2School (Vic, Tas, NT, ACT), Your Move (Qld, WA) Cycle Instead (SA), and Active Streets (ACT).	p14-15
2	Marketing and education programs that encourage people to take up cycling as a recreational activity will continue to be developed and implemented. These programs should target both local residents and visitors to the area.	States and territories supported cycling events such as the Spring Cycle (NSW), Sydney to Gong (NSW), Urban Polaris (ACT) and more.	p14-15
3	Key stakeholders will continue to work with employers to develop cyclist-friendly workplace facilities and projects.	The Australian Bicycle Council helped to develop guidance on bicycle parking facilities that was published as an Austroads Research Report in 2016.	p60-61

## Priority Area 2 - Infrastructure and Facilities

Action	Strategy Aims	Actions Taken in 2016	Pages
1	All jurisdictions will continue to invest in developing local on-road and off-road cycling networks to key destinations in both urban and rural areas that are consistent with national standards, and should commit to the identification of required funds in the relevant budget processes.	State and Territory Governments spent \$121.8 million to improve on-road and off-road cycling networks to key destinations in both urban and rural areas.	p20-29
2	States, territories and local government will continue to develop end-of-trip facilities that make it possible for people to cycle, including considering the introduction of regulations, such as planning policies and building standards, to mandate the provision of facilities.	NSW, Victoria, Queensland, South Australia, Western Australia and the ACT continue to deploy end of trip facilities at transport interchanges.	
3	Austroads will ensure that its guides recognise and promote best practice in the design and provision of cycling infrastructure and facilities.	The Australian Bicycle Council works with Austroads on an ongoing basis to ensure that the guides recognise and promote best practice in the design and provision of cycling infrastructure and facilities.	

## Priority Area 3 - Integrated Planning

Action	Strategy Aims	Actions Taken in 2016	Pages
1	All states and territories will develop and publish state or territory cycling action plans. Action plans will include: <ul style="list-style-type: none"> <li>i) a target or set of targets consistent with a national target (see Priority 5 Action point 1) for increasing the number of people cycling in their area;</li> <li>ii) a clear road map to achieve this, including specific actions; and</li> <li>iii) a commitment to integrate cycling actions across its portfolios.</li> </ul>	All states and territories except South Australia have published cycling action plans during the life of the current National Cycling Strategy.	p37
2	Local governments will take into account the state and territory plans together with community aspirations, priorities and available resources when developing local area cycling action plans. Where necessary states and territories will provide local government support to develop their action plans.	All capital cities have published cycling action plans. Melbourne City Council published a new plan in 2016.	p36
3	All states, territories and local governments will ensure that all their land use planning and infrastructure strategy documents take into account active transport needs.	Planning for cycling continues to be integrated into wider government policy, with both walking and cycling forming key components of the Smart Cities Plan (Australia), the Great Sydney Commission District Plans (NSW), 30 Year Infrastructure Strategy (Vic), Perth Transport Plan (WA) and NT Land Use Plans.	p31-35

## Priority Area 4 - Safety

Action	Strategy Aims	Actions Taken in 2016	Pages
1	All states and territories will monitor and report on crashes involving cyclists, identifying type, number and severity of crashes for rural, regional and metropolitan areas.	See Australian Cycling Fatalities 2016. See Flinders University report on serious injury.	p40-41 p43-45
2	All states and territories will identify appropriate counter measures for bicycle crashes for rural, regional and metropolitan areas.	See Key Theme: Introducing Minimum Passing Distance Legislation.	p46-50
3	The ABC will seek to partner with research institutions to continue and expand on current work to analyse the data received from states and territories to assess the causes of crashes and injuries and make recommendations about how to increase the safety of cyclists.	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.	p39
4	All jurisdictions will continue to develop and implement programs that target: <ul style="list-style-type: none"> <li>i) road safety and</li> <li>ii) people's perception of the safety of cycling.</li> </ul>	See Key Theme: Introducing Minimum Passing Distance Legislation. See Key Theme: Driver Licensing	p46-50 p51
5	States and territories will facilitate the roll out of a nationally consistent community bicycle skills training program, including trials where appropriate.	Community skills training continues to be delivered by teachers trained through the AustCycle training program.	
6	States and territories should aim to support the delivery of cycling proficiency and related road safety training for all school students aged between 10 and 14.	An example of cycling proficiency training delivered in 2016 is the Australian Capital Territory bicycle education program.	p17



Photo courtesy of Tony Arnold

## Priority Area 5 - Monitoring and Evaluation

Action	Strategy Aims	Actions Taken in 2016	Pages
1	States and territories will agree a baseline and target for measuring progress against the goal to double cycling participation across Australia. This target should be structured as a composite indicator, reflecting cycling for the purpose of travelling to work/study, recreational cycling and bicycle ownership.	The Australian Bicycle Council has published three National Cycling Participation Surveys in 2011, 2013 and 2015 in order to monitor the National Cycling Strategy goal of doubling cycling participation over the life of the Strategy.	
2	All states and territories will develop and implement a nationwide approach to data collection and will submit annual monitoring reports to the ABC Secretariat.	The Australian Bicycle Council publishes the annual Implementation Report (this report) based on data supplied by state and territory governments.	All
3	The ABC will develop an agreed decision-making process, including a robust basis for assessing the costs and benefits of investment in cycling.	The Australian Transport Assessment and Planning (ATAP) Guidelines have been published and provide a robust basis for assessing the costs and benefits of investing in active transport.	p54

## Priority Area 6 - Guidance and Best Practice

Action	Strategy Aims	Actions Taken in 2016	Pages
1	The ABC will support the publication of nationally consistent guidance on the following issues:		
	i) developing standardised cycle route classification and web-based cycle route mapping ;	Ongoing.	
	ii) how best to integrate cycling and public transport;	The Australian Bicycle Council helped to develop guidance on bicycle parking facilities that was published as an Austroads Research Report in 2016. This report included material that supports bicycle parking at transport interchanges.	p60-61
	iii) reviewing the Australian Road Rules in relation to cyclists and promoting amendments to make cycling safer, for example regarding roundabouts and on-road cycle lanes;	See Key Theme: Introducing Minimum Passing Distance Legislation.	p46-50
	iv) information in bike shops on local cycling matters, such as cycle routes, social groups and events; and	Ongoing.	
	v) low cost innovations (for example, lowering the speed limit increases safety and costs virtually nothing) that will enable or encourage increased cycling.	Completed in 2014 (see Austroads research report: Low Cost Interventions to Encourage Cycling).	
2	To support local governments, the ABC will:		
	i) conduct a new local government survey in 2012, as part of the longitudinal study commenced in 2007;	Completed in 2012.	
	ii) develop guidance for local governments on how to develop an effective cycling plan;	All States and Territories support local government to prepare effective bike plans. An example of this guidance is the the NSW publication "How to Prepare a Bike Plan".	
	iii) engage with local governments on a regular basis in each state and territory, including organising forums;	Achieved through conferences such as the Australian Cycling Summit, Bike Futures and the Australian Walking and Cycling Conference.	
	iv) further develop its relationship with Australian tertiary education institutions to build technical capacity in local governments by ensuring sustainable transport issues are reflected in research, vocational and academic programs.	Achieved through conferences such as the Australian Cycling Summit, Bike Futures and the Australian Walking and Cycling Conference.	
3	The ABC will monitor cycling policy issues and identify new areas which require guidance.	See Key Theme: Bicycle Parking Facilities Guidance.  See Key Theme: Supplementary Guidance to Improve Safety and Amenity	p46-50  p62
4	Individual members of the ABC will provide detailed information about best practice case studies for inclusion on the Cycling Resource Centre, including lessons learned and details of relevant contacts.	Best Practice case studies are available on the Australian Bicycle Council website - <a href="http://bicyclecouncil.com.au">http://bicyclecouncil.com.au</a>	

Bicycle parking in Groningen  
Photo courtesy of Jon Giles

# International Context



Many national governments are investing heavily to encourage cycling through a range of initiatives designed to make cycling fast, easy and safe. The United Nations recommends that at least 20% of the total transport budget be set aside to fund non-motorised transport programs. These programs include “hard” infrastructure such as protected bicycle paths/intersections as well as “soft” programs such as promotional campaigns, bicycle share schemes, bicycle skills education, bicycle tourism promotion and legal changes to make cycling safer and more cost-effective.

### United Nations Environment: *Global Outlook on Walking and Cycling*

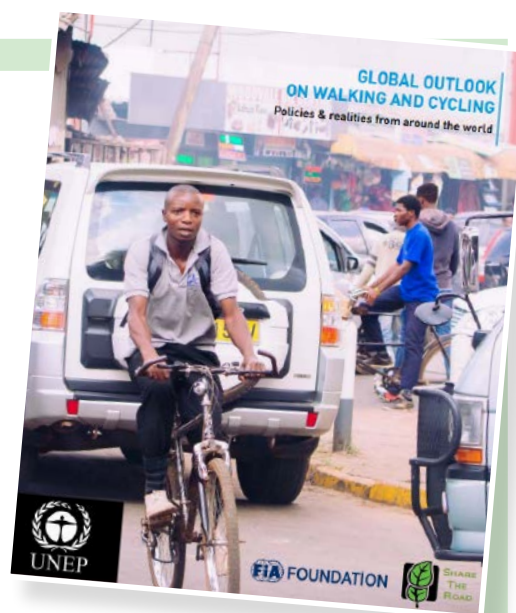
This report highlights the extensive range of benefits that can be captured by improving the safety and efficiency of non-motorised transport, primarily walking and cycling.

In particular, the report focuses on low- and middle-income countries, where lack of transport accessibility seriously affects the ability of many people to participate in the economy and community, or access education, health-care and other urban services.

The challenges for many low- and middle-income countries include rapid, debilitating and unconstrained urbanisation which puts pressure on local and national authorities to plan, guide development, provide services, and manage their cities. One consequence is that cities and rural areas exhibit poor accessibility and mobility, and the needs of people remain unmet.

#### Five recommendations for national and city policy makers to save lives, reduce pollution and get cities moving

<b>Take the first step</b>	Introduce a national or city NMT policy if you don't have one. Use our policy checklist as a guideline on what to include. If you do have a policy do you need to revise it?
<b>Budget for NMT</b>	Set aside at least 20% of the total transport budget to fund NMT programmes at national and city level.
<b>Measure the Miles</b>	Set quantifiable and measurable goals, then collect the data you need and evaluate your success. If you don't know if and how your policy is working, you won't know whether you are heading in the right direction. Have the courage to change course.
<b>Work Together</b>	Access and mobility affects everyone and almost every area of our lives. So include a diverse range of stakeholders in your planning and implementation. Ask users where they walk or ride and what they need. Pay particular attention to more vulnerable users, such as women, children, the elderly and people with mobility challenges. Don't try to replicate what other cities or countries do without taking your local context into account.
<b>Do as you say</b>	'Political will' is not only about developing and implementing policies, but about actively championing NMT as a mode of equal status to private cars... For as long as NMT is seen as a low-status alternative, it will not receive the road space, budgets and attention it deserves.



The report highlights the need to improve safety and efficiency through investment in the walking and cycling environment, thereby improving health, accessibility to employment, economic productivity and air quality while lowering carbon emissions.

The report documents the inclusion of non-motorised transport in national or city policies in a sample of low- and middle-income countries in Africa, Asia and Latin America. The information collected was used to investigate whether policy in some way correlates with the safety of people who walk and cycle.

The report concludes that countries have certainly made a start in policy development; every participating country has at least one national transport commitment that recognises the value of non-motorised modes in their country, cities and rural regions. However, the index suggests that the implementation of non-motorised transport policies to date has not yet led to substantive changes in the reality for pedestrians and cyclists; road fatalities, discomfort and risk remain unacceptably high.

## Bicycle Share Systems

Bicycle share systems provide easy and cheap access to bicycles in urban centres. The bicycles can be used by tourists or by locals (primarily for short transport journeys).

Wikipedia lists more than 330 active bicycle share systems across the world. These systems have been adopted by cities wishing to reduce congestion, reduce air pollution, improve health, improve road safety, improve access to transport, facilitate tourism and achieve many other benefits associated with encouraging bicycle use.

Many world-leading western cities including New York (8,000 bicycles), London (11,800 bicycles), Paris (14,500 bicycles), Barcelona (6,000 bicycles), Brussels (4,115 bicycles) and others have launched bicycle share systems.

China is a world leader, with many of the largest bicycle share systems in the world such as those in Beijing (16,000 bicycles), Hangzhou (78,000 bicycles), Huizhou (10,000 bicycles), Kunshan (20,000 bicycles), Ningbo (15,000 bicycles), Qingzhou (10,300 bicycles), Shanghai (19,165 bicycles), Suzhou (22,940 bicycles), Taizhou Zhejiang (13,000 bicycles), Weifang (20,000 bicycles), Xi'an (20,000 bicycles), Xuzhou (18,000 bicycles), Zhongshan (11,180 bicycles), Zhuzhou (20,000 bicycles)

Australia has launched two large-scale public bicycle share schemes in Melbourne (600 bicycles) and Brisbane (2000 bicycles), however, usage rates per bicycles have been below many international systems.

## Protected Bicycle Facilities

The Netherlands and Denmark have led the world in the development of protected bicycle facilities. The high bicycle mode share in these countries is often attributed to the high quality of bicycle infrastructure, which allows people of all ages and ability to cycle in an environment that is largely protected from motor vehicle ingress.

The Dutch and Danish approach to cycling infrastructure is now being adopted in many other, less bicycle-friendly countries, with cities such as London and New York launching aggressive infrastructure rollouts. London's Cycling Superhighways are a bold step to providing safe and efficient passage for people on bicycles in a dense and busy city.

### Transport for London : *Cycling Superhighways*

Transport for London's vision for cycling aims to achieve four key outcomes:

- 🌀 **A Tube network for the bike.** London will have a network of direct, high capacity, joined-up cycle tracks. Many will run in parallel with key Underground, rail and bus routes. There will be more Dutch-style fully segregated lanes and junctions; more mandatory cycle lanes, semi-segregated from traffic; and a network of direct back street Quietway routes.
- 🌀 **Safer streets for the bike.** London's streets and spaces will become places where cyclists feel they belong and are safe. Spending will be targeted to deliver substantial improvements to the worst junctions and a range of radical measures will improve the safety of cyclists around large vehicles.
- 🌀 **More people travelling by bike.** By 2020, cycling will double. Cycling will be normalised, making it something anyone feels comfortable doing.
- 🌀 **Better places for everyone.** The new bike routes are a step towards the vision of a 'village in the city', creating green corridors, with more tree-plantings, more space for pedestrians and less traffic. Cycling will promote community safety, bringing new life and vitality to underused streets and will transform more of the city into a place dominated by people, not motor traffic.



To make the route safer for cyclists and other road users, Transport for London is creating Cycle Superhighways which will include:

- 🌀 A substantially segregated, two-way cycle track to separate cyclists from motor traffic.
- 🌀 Junction innovations including early start, early release and two-stage right turn facilities for cyclists.
- 🌀 More pedestrian space with widened footways, traffic islands and bus and coach waiting areas.
- 🌀 New pedestrian crossings in some places and improved crossings elsewhere.

## Childhood Skills Education

Just like learning to swim, learning to ride a bicycle is an important step in growing up and learning how to be a responsible adult. Bicycle skills courses provide children with an understanding of the road rules and how to interact in a safe way in a world where it is impossible to be completely insulated from transport-related risk. Providing children with an understanding of the issues that are important to people on bicycles ensures that they grow up to be empathetic drivers.

### UK: *Bikeability*

An example of the sort of childhood cycling skills education programs run internationally is the Bikeability program from the UK.

This program is the National Standard for Cycle Training in the UK and is run by the Department for Transport.

This program celebrated a milestone in December 2016 with 2,000,000 children

being trained over the 10 years that the program has been operating. The Department for Transport announced a further investment of 40 million pounds in the Bikeability program to allow over 1,000,000 more children to receive Bikeability training.



## Bicycle Tourism

Bicycle tourism is being embraced by many countries that are looking to develop a sustainable, healthy, cheap way to spark economic recovery in regional areas and provide infrastructure for local transport and recreational walking and cycling.

The Canadian Great Trail (22,770 km), the EuroVelo network shown below (14 trails over 1,000 km in length and some over 5,000 km) and the Trans America Trail (6,800 km) are some examples of tourism trails developed by various countries.

### EU: *EuroVelo*

EuroVelo, the European cycle route network, was initiated by the European Cyclists' Federation (ECF) to develop a network of high-quality cycling routes linking all countries in Europe. The network can be used by long-distance cycle tourists, as well as by local people making daily journeys.

The EuroVelo cycle route network looks to provide a range of benefits including:

- Creating lasting economic growth.
- Strengthen Europe as a tourism destination.
- Establish and maintain cycling facilities that require larger work forces but less material.
- Reduce the environmental impact of tourism and transport.
- Promote effective spatial and land use planning that allocates more space for cycling.
- Connect both famous and 'less well known' tourism destinations.
- Improve the well-being of local communities by providing cycling facilities.
- Remind citizens about the history, culture and nature of Europe through cycling.
- Stimulate direct face to face interactions.



- Encourage women and families to take up cycling.
- Provide opportunities for disabled people to use the routes.
- Improve the health of European citizens.
- Motivate the population to pursue healthy leisure and mobility activities.

Photo courtesy of  
Tony Arnold

1

# Cycling Promotion



**The first priority area of the National Cycling Strategy is to promote cycling as both a viable mode of transport and as an enjoyable recreational activity. This priority area focuses on three particular outcomes: short personal trips, recreational cycling for locals and visitors, and cyclist-friendly workplaces.**

In 2016, states and territories promoted cycling for short trips, for recreation and for the journey to work. There has been a particularly strong focus on the transport journey, with riding to work, riding to school and riding to public transport featuring in many initiatives.

### *Australian Capital Territory: Bicycle Training for Children*

The Ride or Walk to School program promotes riding and walking to school to support children to meet the National Physical Activity Guidelines. The initial program included 52 schools and reached 20,000 children in 800 classrooms.

In April 2016, a contract was awarded to the current provider to expand the program to more primary

schools and to deliver the Safe Cycle program in High Schools (linked to the Its Your Move program), totalling a reach of 80 schools.

In May 2016, a further \$125,000 was provided to expand the programs to an additional 28 schools until 30 June 2018. A full evaluation of the program over these four years is currently underway.





Majura Parkway, ACT  
Photo courtesy of Tony Arnold

### NSW Active Travel Charter for Children



*A range of NSW Government agencies and community groups support the NSW Active Travel Charter for Children. The charter recognises that active travel has health, social and environmental benefits for children, parents and the community.*

## 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 2016.**

The NSW Government provided \$260,000 to support 66 cycling-related events statewide to promote use of the local bicycle network. The events were run locally by Local Government and Bicycle User Groups.

The Victorian Government provided \$750,000 to support the delivery of the Ride2School program by Bicycle Network. This program encourages children to be more active by riding their bikes, walking, scooting or skating to school.

The Queensland Government partnered with Bicycle Queensland to deliver Queensland Cycle Strategy actions, including support with events.

The South Australian Government invested \$14,000 to provide online journey planning and information resources through the Cycle Instead program. This program seeks to overcome knowledge gaps, provides tips for creating a cycle-friendly workplace and provides information regarding cycling and the Law. An additional \$20,000 was invested in printing pocket maps to help people to navigate the pedestrian and bicycle network across metropolitan Adelaide.

The South Australian Government invested \$243,000 in the Way2Go program which is a framework based on best-practice principles in road safety education and long-term behaviour change methodology. Teachers are supported to create a school travel plan in consultation with the school community to meet the specific needs of the school.

The Western Australian Government provided \$75,000 in sponsorship to the Bike Week program which was delivered by the private sector. Bike Week activities included mass participation events, bike treasure hunts, bike-to-work breakfasts, market rides, back-street odysseys, community rides, the cycling soap box series and bike maintenance workshops.

The Tasmanian Government provided \$100,000 in sponsorship to the Ride2School program to encourage children to ride to school.

The Northern Territory Government ran Road Safety Centre open days at Parap, Darwin and Newland Park and Alice Springs that promoted cycling, bicycle skills and bicycle safety. Children were encouraged to ride to school through advertising programs at the start of the year and on National Ride to School Day. Adults were encouraged through advertising programs to ride to work on National Ride to Work Day. New resources for walking and cycling have been provided through the upgraded Northern Territory Government website. The wayfinding signage strategies for Darwin and Alice Springs are being updated.

The ACT Government supported the Ride or Walk to School program with an investment of \$700,000 aimed at helping children to meet the National Physical Activity Guidelines. The program was delivered to 20,000 children across 52 schools.

The ACT's Active Streets pilot project aims to identify barriers and enablers for parents to support their children to use active travel as a means of getting to and from school. Infrastructure improvements including dragon's teeth, 30km/h school zones and path improvements that were rolled out in the 2016/17 school holidays. A full evaluation of the pilot will be completed by March 2017. In May 2016, a further \$1m in funding was provided for Active Streets, which will see an additional 25 schools participate in the program over 2016-18.

The ACT Government has developed six active travel videos to help explain what active travel is and how it can benefit the community. The six videos focus on: what is active travel, schools/children, workers/commuters, the health benefits, what the Government is doing to encourage active travel, and the City Cycle Loop.

## 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 2016.**

The NSW Government provided traffic management, free public transport and other in-kind support for the Spring Cycle and the Sydney to the Gong rides which together included almost 20,000 participants.

The Queensland Government partnered with Bicycle Queensland to deliver Queensland Cycle Strategy actions, including support with events.

The Western Australian Government ran the Your Move program in Wanneroo.

The ACT Government have encouraged recreational cycling through events and guided tours. As part of the ACT Heritage Festival, the National Trust ACT branch coordinated the inaugural "Urban Polaris" which visited a range of heritage sites across the ACT. The event is undertaken in pairs and consists of teams finding the fastest route throughout a series of control points spread all around the Canberra region. Over 100 participants, in teams of 2, took part.

## 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 2016.**

The South Australian Government provided assistance to workplaces through the *smarter travel @ work* program which aims to encourage employees to choose safe, green and active travel options for both business and commute travel. There is no cost to the workplace to participate in the program.

The Western Australian Government provided \$15,000 in sponsorship for Ride 2 Work Day which was delivered by Bicycling Western Australia. The event aimed to help people to make the move from contemplation to action and to establish the habit of riding to work.

The Northern Territory Government supported ride to work day events in major centres across the Territory, partnering with local government and community groups.

The ACT Active Living Program was delivered to working professionals by the Heart Foundation through the Environment, Planning and Sustainable Development Directorate. The program aims to promote the benefits of active living and active travel. Promotion of Park & Ride and Bike & Ride services was also undertaken to increase use of public transport, cycling and walking and improve road network operations. Active travel was further encouraged by annual increases in the cost of public car parking of 6% p.a.



# Infrastructure & Facilities

Coloundra South, Queensland  
Photo courtesy of Queensland TMR

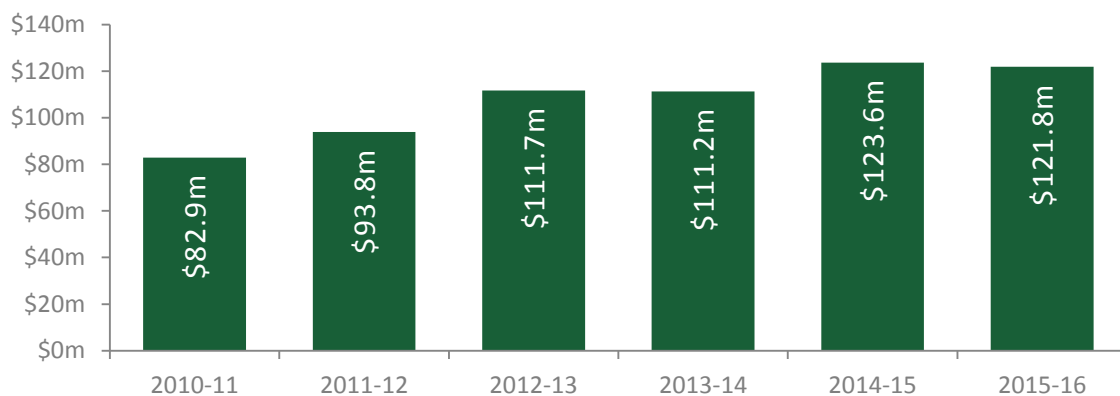
**The second priority area of the National Cycling Strategy is the development of infrastructure and facilities. All jurisdictions are asked to invest in developing local on-road and off-road cycling networks to key destinations in both urban and rural areas. End of trip facilities are also required to enable cycling to destinations such as workplaces.**

In the 2015-16 financial year, Australian state and territory governments invested \$121.8 million in cycling infrastructure. This equates to around \$5.27 per head of population across Australia. The bicycle infrastructure investment figures mainly reflect spending on facilities that are separated from motor vehicles. This figure excludes investment made by federal and local governments except where noted in the following pages. The total state and territory investment in cycling infrastructure in 2015-16 is higher than most earlier years of the strategy, but is still low as an overall percentage of transport infrastructure expenditure.

### National Cycling Strategy: Infrastructure Spending 2010-16

Infrastructure investment makes up more than 99% of total spending on cycling. This investment is necessary to develop a network of safe and efficient routes for cycling. However, to ensure that people are aware of new infrastructure and to remind people that cycling is a great way to get around town, it is also important to invest in promotion activities as outlined in section 1 of this report.

Over the course of the National Cycling Strategy 2011-16, infrastructure expenditure has increased from \$82.9 million in the 2010-11 year to \$123.6 million in the 2014-15 year, with a slight decrease to \$121.8 million in the 2015-16 year.





## New South Wales

The New South Wales Government invested \$31.5 million on bicycle facilities as part of their 2015-16 work plan. Around \$27.1 million was spent across Sydney and Regional NSW. These figures do not include bicycle infrastructure projects that were built as part of larger transport projects.

### New South Wales - Bicycle infrastructure investment in 2015-16

#### Major Projects

**Moore Park** - Tibby Cotter Bridge

**Penrith** - Nepean River Green Bridge

#### Metropolitan Sydney - Shared Paths

**Cooks River Crossing Princes Hwy, Marrickville** - 288m shared path

**Elizabeth St, Liverpool** - 99m shared path

**Pirie St, Liverpool** - 50m shared path

**Bigge St, Liverpool** - 250m shared path

**Williamson Rd, Campbelltown** - 250m shared path

**River Rd, Lane Cove** - 205m shared path

**Airds Rd, Campbelltown** - 400m shared path

**Brewer St, Canada Bay** - 440m shared path

**Menangle Rd, Campbelltown** - 750m shared path

**Wellington Rd, Birrong** - 235m shared path

**Kent Rd, North Ryde** - 140m shared path

#### Metropolitan Sydney - Separated Bicycle Paths (Bidirectional)

**Haberfield to Iron Cove Creek Bridge, Haberfield**

**Catherine St Bridge, Lilyfield**

**Haberfield Henley Marine Dr Cycleway, Haberfield**

#### Metropolitan Sydney - On-road lanes/shoulders

**Herbert St & Hampden Rd, Willoughby** - 1 km on-road lane / shoulder.

## New South Wales - Bicycle infrastructure investment in 2015-16 (cont...)

### Regional New South Wales - Shared Paths

**Wentworth Cycleway, Singleton** - 80m shared path

**Coona Newell MJC Bridge Underpass, Warrumbungle** - 127m shared path

**Moree/Gwydir Hwy Stan Village, Moree Plains** - 900m shared path

**Bridges Rd & Rydal St, New Lambton** - 20m shared path

**Little Forster Cycling Town, Forster** - 3.2 km shared path

**Shelly Beach, Gosford** - 980m shared path

**Civic Queen St, Singleton** - 120m shared path

**Northcliffe Dr, Warrawang** - 650m shared path

**North Side to CBD, Bermagui** - 240m shared path

**Swamp Rd, Jamberoo** - 620m shared path

**Vincentia St, Ulladulla** - 230m shared path

**Matron Porter Dr, Milton** - 765m shared path

**Northern Side Shore St, Moruya** - 326m shared path

**Remembrance Dr, Tahmoor** - 200m shared path

**Northern Side Field St, Narooma** - 215m shared path

**Yass St, Gunning** - 150m shared path

**Coona Newell Highway** - 450m shared path

**Moree Adelaide St, Moree Plains** - 130m shared path

**Webb-Henry Parks, Parkes** - 430m shared path

**Coolah Booyamurra St & Binnia St, Warrumbungle** - 250m shared path

**Narromine Mitchell Dundas Park** - 230m shared path

**Evernden Rd, Bathurst** - 1.2 km shared path

**Dalley St & Wyrallah Rd, Lismore** - 1.3 km shared path

**Ocean Dr, Glen Haven Mount View Rd, Port Macquarie** - 800m shared path

**Wrights Creek Lord St Flynn St, Port Macquarie** - 900m shared path

**King St & Maitland St, Uralla** - 107m shared path

**Scott St, Tenterfield** - 550m shared path

**Hungry Hd, Urunga** - 700m shared path

**Yamba Rd to Shores Drive to Prov Crt, Clarence Valley** - 300m shared path

**Fox St from Kerr to Hickey, Ballina** - 210m shared path

**Kerr St Bentinck, Ballina** - 100m shared path

**Inverell** - 190m shared path

**Martin St Winton to Crane, Ballina** - 180m shared path

**Lennox Hd, Skennars Hd Rd to Pat Mo, Ballina** - 2.1 km shared path

**Lennox Hd, Ballina** - 180m shared path

**Boorowa Cycleway** - 20m shared path

**Conargo Cycleway** - 584m shared path

**Coolamon Cycleway** - 330m shared path

**Corowa Cycleway** - 350m shared path

**Deniliquin Cycleway** - 436m shared path

**Gundagai Cycleway** - 250m shared path

**Hay Cycleway** - 340m shared path

**Greater Hume Cycleway** - 440m shared path

**Junee Cycleway** - 400m shared path

**Lockhart Cycleway** - 100m shared path

**Murray Cycleway** - 4.9 km shared path

**Narrandera Cycleway** - 160m shared path

**Temora Cycleway** - 220m shared path

**Urana Cycleway** - 100m shared path

**Wakool Cycleway** - 220m shared path

**Wentworth Cycleway** - 130m shared path

**Griffith Cycleway** - 330m shared path

**Yass Cycleway** - 237m shared path

**Corowa Cycleway** - 215m shared path

**Corowa Cycleway** - 120m shared path

**Murray Cycleway** - 1 km shared path

**Albury Cycleway** - 100m shared path

**Lockhart Cycleway** - 265m shared path

**Griffith Cycleway** - 270m shared path

**Jerilderie Cycleway** - 80m shared path

**Jerilderie Cycleway** - 50m shared path

**Jerilderie Cycleway** - 50m shared path

**Murray Cycleway** - 365m shared path

**Leeton Cycleway** - 100m shared path

**Leeton Cycleway** - 134m shared path

**Temora Cycleway** - 1 km shared path

**Temora Cycleway** - 1.5 km shared path

**Wentworth Cycleway** - 100m shared path

**Wentworth Cycleway** - 220m shared path

**Wentworth Cycleway** - 220m shared path

**Wentworth Cycleway** - 60m shared path

### Regional New South Wales - Separated Bicycle Paths (Bidirectional)

**Smith St Cycleway, Wollongong** - 1.25 km bicycle path

**Lyons Rd, Toormina Rd, Rutland St, Coffs Harbour** - 563m bicycle path

**Rivers St, Vivian St, Lawrence St, Inverell** - 230m bicycle path

**Campbell St Macintyre River, Inverell** - 95m bicycle path

**Lions Park Gwydir Hwy, Inverell** - 1 km bicycle path

**Jerilderie Cycleway** - 210m bicycle path

### End of trip Facilities

**Boorowa Council** - Bicycle racks.

**Shoalhaven Council** - Bicycle racks in Owen St (Huskisson), Milton Showground, Plantation Point Reserve, Ulladulla Harbour and Queen St (Berry).

**Woy Woy** - Secure Bicycle Cage



Darebin Creek Trail, Victoria  
Photo courtesy of City of Yarra

## Victoria

The Victorian Government invested approximately \$17.3 million on bicycle infrastructure during 2015-16. This figure does not include investment by local government. A selection of infrastructure spending is presented below. The Victorian bicycle budget for the 2016-17 year is \$33.2 million.

### Victoria - Bicycle infrastructure investment in 2015-16

#### Bicycle Infrastructure

**Box Hill to Ringwood** - shared path

**Carrum to Warburton** - shared path

**Darebin Creek** - shared path

**Main Yarra Trail Gipps St Ramp** - shared path

**Ballan Rd, Wyndham Vale** - shared path

**High Country and Murray to Mountains** - shared path

**Cardinia Rd, Officer** - shared path \*

**Yan Yean Rd** - shared path \*

**West Gate Distributor** - shared path \*

**Chandler Highway** - on-road and off-road connections \*

**Dingley Bypass** - shared path \*

**Drysdale Bypass** - shared path \*

**Mernda Rail Link** - shared path \*

**Napier St, Bendigo** - on-road connections \*

**Thompsons Rd** - on-road and off-road connections \*

**Water for Growing West, Tarnet** - shared path

**Jacana Retarding Basin** - shared path

#### Studies

**St Kilda Rd, Melbourne** - Road safety transformation study

**Wallan to Heathcote Rail Trail** - feasibility study

#### Bicycle Parking

**Watsonia** - Bicycle parking cage

**Ringwood** - Bicycle parking cage

**Gardiner** - Bicycle parking cage

**Clifton Hill** - Bicycle parking cage

\* Bicycle project included as part of a major transport project.

## Queensland

The Queensland Government invested \$33.1 million in the construction and design of bicycle facilities during their 2015-16 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. The Queensland budget for bicycle facilities and programs for the 2016-17 work plan has increased to \$38.9 million.

### Queensland - Bicycle infrastructure investment in 2015-16

Metropolitan Brisbane	State Govt Contribution	Local Government Co-Contribution
<b>Brassall Bikeway - Stage 4</b> (design only)	\$150,000	\$150,000
<b>Samford to Ferny Grove - Stage 1</b> - 2.4 km on-road and off-road	\$3,088,163	N/A
<b>Silvester St, Wilston</b> - 225 m on-road lane	\$150,000	\$175,594
<b>Klingner Rd, Kippa-Ring</b> - 1.9 km on road lane	\$850,000	\$1,012,767
<b>Kedron Brook Bikeway, Kalinga</b> - 425 m bicycle path	\$1,180,000	\$1,199,460
<b>Centenary Bikeway - Bullockhead Rd and Darra Railway, Darra and Sumner</b> - 1.9 km shared path	\$1,100,000	\$1,112,487
<b>Enoggera Creek Bikeway, Kelvin Grove</b> - 690 m shared path	\$1,657,727	\$2,140,882
<b>CBD to Carindale Bikeway - Stage 2, Coorparoo and Woolloongabba</b> - 220 m shared path	\$472,500	\$477,131
<b>Toowong Bikeway, St Lucia and Toowong</b> - 240 m separated path	\$315,000	\$399,654
<b>Norman Creek Crossing, East Brisbane and Norman Park</b> - 580 m shared path and bridge	\$3,770,000	\$3,770,000
<b>Brassall Bikeway - Stage 4, Brassall and Wulkuraka</b> - 2.8 km shared path	\$1,500,000	\$1,500,000
<b>Springfield Central Link - Stages 1 &amp; 2, Brookwater and Springfield</b> - 1.6 km shared path	\$900,000	\$904,133
Regional Queensland	State Govt Contribution	Local Government Co-Contribution
<b>Ben Lexcen Dr, Sunshine Beach and Sunrise Beach</b> (design only)	\$25,000	\$25,000
<b>Cotton Tree, Maroochydore</b> (design only)	\$45,000	\$137,596
<b>David Low Way - Maroochydore River to Godfreys Avenue, Sunshine Coast and Bli Bli</b> - 1.6 km on road	\$4,263,225	N/A
<b>Bayview St, Runaway Bay</b> - 280 m on road lane	\$75,000	\$290,373
<b>Ben Lexcen Dr, Sunshine Beach and Sunrise Beach</b> - 650 m on road lane	\$215,000	\$215,000
<b>Eumundi Noosa/ Beckmans Road Roundabout, Noosaville</b> - 300 m on road lane	\$30,000	\$43,000
<b>Glenvale Rd, Glenvale</b> - 240 m on road lane	\$70,000	\$85,786
<b>Gibson Rd, Noosaville</b> - 1.5 km on road lane	\$200,000	\$560,000
<b>Thrower Dr, Palm Beach and Currumbin</b> - 1 km on road lane	\$150,000	\$175,594
<b>Musgrave Ave, Southport</b> - 1.4 km shared path	\$219,623	\$219,623
<b>Wallace Park, Noosaville</b> - 415 m shared path	\$200,000	\$200,000
<b>Tewantin Park, Tewantin</b> - 270 m shared path	\$30,000	\$170,000
<b>Valley Way, Mount Cotton</b> - 450 m shared path	\$160,000	\$478,362
<b>Reeves Creek Bridge, Yarrabah</b>	\$200,000	N/A
Bicycle Wayfinding Signs	State Govt Contribution	Local Government Co-Contribution
<b>Redlands Cycle Route Signage Stage 2</b>	\$3,075	\$3,075



*Kedron Brook Bikeway on Brisbane's north side which duplicates an existing narrow shared path to provide separated pedestrian and cycling facilities.*



*Stage 1 of the Samford to Ferny Grove cycle link. This path follows the route of a former railway line.*



*New greenfields sites in Caloundra South, Queensland have been provided with fully-separated bicycle paths and pedestrian paths.*



The span of the new Hallett bridge along the River Torrens Linear Park being lowered into place. The bridge was completed in April 2016.  
Photo courtesy of: DPTI SA



A new metrocard-operated bike cage installed at Adelaide Airport in 2016. This is the 12th facility open to public transport customers.  
Photo courtesy of: Adelaide Airport



The Marino Rocks Greenway, Wayville.  
Photo courtesy of: Don Brice

## South Australia

The South Australian Government invested \$3.6 million in bicycle facilities as part of their 2015-16 work plan. Major investments were made in the Outer Harbor Greenway, Prospect Bike Boulevard and the Norwood Bicycle Boulevard. A Local Area Strategic Bicycle Plan was developed for the City of Victor Harbour with \$20,000 support from the South Australian Government. The South Australian bicycle budget for the 2015-16 year is \$5.3 million.

### South Australia - Bicycle infrastructure investment in 2015-16

	State Govt Contribution	Local Government Co-Contribution
<b>Metropolitan Adelaide</b>		
<b>Windbreaks Trail Stage 3.1 - Main North Road, Elizabeth Way to Anderson Walk, Elizabeth North and Smithfield</b> - 3.9 km shared path	\$35,553	\$17,777
<b>ANZAC Highway Stage 2 - Tapleys Hill Road/Brighton Road to Gordon Street, Glenelg North</b> - 225m shared path	\$66,667	\$33,333
<b>ANZAC Highway Stage 3 - Gordon Street roundabout, Glenelg North</b> - 20m shared path	\$66,667	\$33,333
<b>ANZAC Highway Stage 4 - Gordon Street to Adelphi Terrace, Glenelg North</b> - 300m shared path	\$66,667	\$33,333
<b>Windbreaks Trail Stage 3.2 - Main North Road, Anderson Walk to Curtis Road, Elizabeth North and Smithfield</b> - 600m shared path	\$48,600	\$48,600
<b>West Terrace shared use path (Marino Rocks Greenway) at Wylde Road, Adelaide</b> - 15m shared path	\$50,000	\$50,000
<b>Curtis Road - Coventry Road to Main North Road, Smithfield</b> - 1.2 km shared path	\$50,000	\$50,000
<b>Crossing of Wellington Road (BPAC) on the Laratinga Wetlands to Hurling Drive shared use path, Mount Barker</b> - 10m shared path	\$50,000	\$50,000
<b>Chatham Street - Sturt Street to Wright Street, Adelaide</b> - 155m shared path	\$50,000	\$50,000
<b>O-Bahn path upgrade Stage 1 - Lyons Road to Malcolm Avenue, Holden Hill</b> - 575m shared path	\$50,000	\$50,000
<b>O-Bahn path upgrade Stage 2 - Malcolm Avenue to Waninga Drive, Holden Hill</b> - 575m shared path	\$41,400	\$41,400
<b>Rugby/Porter bikeway, Kingswood</b> - crossing of Cross Road at Rugby Street	\$300,000	
<b>Rugby/Porter bikeway, Parkside</b> - crossing of Greenhill Road at Porter Street	\$300,000	
<b>Outer Harbor Greenway and Prospect Bike Boulevard</b> - Various improvements	\$1,000,000	
<b>Norwood Bike Boulevard</b> - Various improvements	\$590,900	
<b>Arterial road improvements</b>	\$480,000	
<b>Regional South Australia</b>		
<b>Hughes Road - Tank Road to Keen Street, Port Hughes and Moonta</b> - 75m shared path	\$66,667	\$33,333
<b>Mount Gambier rail trail - White Avenue to Pick Avenue, Mount Gambier</b> - 3.1 km shared path	\$50,000	\$50,000
<b>Hughes Road - Keen Street to Port Hughes boat ramp, Port Hughes and Moonta</b> - 2.8 km shared path	\$50,000	\$50,000



Above: The Marino Rocks Greenway, Wayville  
Photo courtesy of: Don Brice

## South Australia - Bicycle infrastructure investment in 2015-16

End of trip facilities	State Govt Contribution	School Co-Contribution
<b>East Torrens Primary School</b> - bicycle parking facility	\$10,000	
<b>Flaxmill School P-7</b> - bicycle parking facility	\$10,000	\$5,650
<b>Goolwa Primary School</b> - bicycle parking facility	\$7,085	
<b>Grange Primary School</b> - bicycle parking facility	\$10,039	\$1,500
<b>Investigator College Victor Harbour</b> - bicycle parking facility	\$10,000	\$1,054
<b>Investigator College Goolwa</b> - bicycle parking facility	\$10,000	\$1,055
<b>John Hartley B-7 School</b> - bicycle parking facility	\$5,059	
<b>Linden Park Primary School</b> - bicycle parking facility	\$10,000	\$22,000
<b>Mannum Community College</b> - bicycle parking facility	\$10,000	\$7,840
<b>Norwood Primary School</b> - bicycle parking facility	\$4,202	
<b>Reynella Primary School</b> - bicycle parking facility	\$13,294	
<b>Roxby Downs Area School</b> - bicycle parking facility	\$6,700	\$8,984
<b>Salisbury Downs Primary School</b> - bicycle parking facility	\$6,830	
<b>St Joseph Primary School</b> - bicycle parking facility	\$4,354	\$4,354
<b>Sunrise Christian School Naracoorte Campus</b> - bicycle parking facility	\$10,000	\$1,631
<b>Tenison Woods Catholic School</b> - bicycle parking facility	\$4,708	
<b>Vineyard Lutheran School</b> - bicycle parking facility	\$10,000	
<b>Richmond Primary School</b> - bicycle parking facility	\$10,000	\$2,251



The Midland Principal Shared Path was identified within the Western Australia Bicycle Network Plan as a key recommendation to complete the 15.85km route between Midland and the Perth CBD. Beginning design in 2012-13, the 8-stage project was programmed over 4 financial years with design and construction to be completed at a total cost of \$15.7 million.

The project encountered some challenging constraints as the path was constructed within the rail reserve with some locations having limited space available due to the close proximity of residential properties. This was overcome by a collaborative approach between the three transport portfolio agencies (Department of Transport, Public Transport Authority and Main Roads WA) and Local Governments, and as such, represents a significant success in trans-portfolio communication and outcome delivery.

## Western Australia

The Western Australian Government delivered \$15.5 million of bicycle facilities as part of their 2015-16 work plan. Significant stretches of shared path such as the Perth to Midland rail line path were delivered in metropolitan Perth. A large number of end of trip facilities were installed or extended at transport hubs and schools.

The total expenditure for the Perth Bicycle Network was \$1.2 million with 6.9km constructed. The total expenditure for the Regional Bicycle Network was \$1.2 million with 14.5 km constructed. A further \$3 million was invested in the Safe Active Streets program to deliver Bike Boulevards.

### Western Australia - Bicycle infrastructure investment in 2015-16

	State Govt Contribution	Local Government Co-Contribution
<b>Metropolitan Perth</b>		
<b>Guildford Rd to East St, Guildford</b> - 1.5 km shared path	\$4,196,000	N/A
<b>Railway Pde to Guildford Traffic Bridge, Bassendean</b> - 0.5 km shared path	\$2,400,000	N/A
<b>Shenton Park Station to Loch St</b> - 0.4 km shared path	\$2,420,000	N/A
<b>Guildford Station</b> - 0.5 km shared path	\$500,000	N/A
	State Govt Contribution	Various Co-Contribution
<b>End-of-trip Facilities</b>		
<b>Armadale Transport Hub</b> - bike shelter extension	\$33,660	N/A
<b>Kelmscott Transport Hub</b> - bike shelter extension	\$32,878	N/A
<b>Canning Bridge Transport Hub</b> - bike shelter extension	\$16,474	N/A
<b>Wellard Transport Hub</b> - bike shelter extension	\$20,667	N/A
<b>Kwinana Transport Hub</b> - bike shelter extension	\$37,813	N/A
<b>Warnbro Transport Hub</b> - bike shelter extension	\$41,685	N/A
<b>Midland Transport Hub</b> - bike shelter extension	\$31,242	N/A
<b>Bassendean Transport Hub</b> - bike shelter extension	\$31,962	N/A
<b>Claremont Transport Hub</b> - bike shelter extension	\$28,297	N/A
<b>Kings Square</b> - bike parking	\$5,000	N/A
<b>Applecross Primary School</b> - secure bicycle cages	\$5,074	N/A
<b>Aubin Grove Primary School</b> - secure bicycle cages	\$5,409	N/A
<b>Govenor Stirling Senior High School</b> - secure bicycle cages	\$-	N/A
<b>Loreto Primary School</b> - bicycle racks	\$1,121	N/A
<b>Nedlands Primary School</b> - secure bicycle cages (staffed)	\$8,221	N/A
<b>Southwell Primary School</b> - secure bicycle cages	\$-	N/A
<b>Forrest Oval Recreation Precinct</b> - bicycle racks	\$1,000	N/A

## Tasmania

The Tasmanian Government invested \$1.6 million in bicycle infrastructure as part of their 2015-16 work plan.

### Tasmania Australia - Bicycle infrastructure investment 2015-16

Shared Paths	State Govt Contribution	Local Government Co-Contribution
<b>Tollard Ave, Howrah</b> - 250 m shared path	\$100,000	\$50,000
<b>Rokey Stage 2</b> - 1.1 km shared path	\$495,000	\$0
<b>Tasman Bridge Ramps</b> - 460 m shared path	\$205,000	\$0
<b>Rosny Park</b> - shared path	\$100,000	\$30,000
Road Shoulders	State Govt Contribution	Local Government Co-Contribution
<b>St Leonards Rd, St Leonards</b>	\$56,000	\$0
<b>Elphin Rd, East Launceston</b>	\$30,000	\$15,000

## Northern Territory

The Northern Territory Government invested \$3.5 million in bicycle infrastructure as part of their 2015-16 work plan.

### Northern Territory - Bicycle infrastructure investment in 2015-16

Lanes and Paths in Metropolitan and Regional NT	State Govt Contribution	Local Government Co-Contribution
<b>Kilgariff</b> - 3.5 km shared path	\$861,929	N/A
<b>Henry Wrigley, Marrara</b> - 0.8 km shared path	\$391,484	N/A
<b>Lambrick Ave, Johnson</b> - 2.5 km shared path	\$874,507	N/A
<b>Tiger Brennan Drive</b> - 8.6 km shared path	\$1,417,000	N/A

## Australian Capital Territory

The ACT Government delivered \$15.6 million of bicycle infrastructure projects as part of their 2015-16 work plan. The ACT Government has budgeted \$5.7 million to fund bicycle paths and footpaths in 2016-17.

### Australian Capital Territory - Bicycle infrastructure in 2015-16

Bicycle Lanes and Paths	Territory Govt Contribution	Co-Contribution
<b>Sullivans Creek, Inner North</b> - Shared path	\$1,500,000	N/A
<b>Bowen St Underpass, Parkes</b> - Shared path	\$600,000	\$10,000,000 *
<b>Various off-road upgrades</b>	\$2,450,000	N/A
End of Trip Facilities	Territory Govt Contribution	Co-Contribution
<b>Bike and Ride, Erindale</b> - Bicycle storage facilities	\$900,000	N/A
<b>Bike rack upgrades</b>	\$120,000	N/A
<b>Bike racks art project</b>	\$40,000	N/A

\* National Capital Authority funding.



An 8.6 km long shared path was built on Tiger Brennan Drive, Darwin



An intersection on the Stuart Highway in Darwin was upgraded to provide a signalised crossing for pedestrians and bicycles.



The ACT Government, with funding assistance from the National Capital Authority, delivered the Bowen St Underpass in 2015-16.

Photo courtesy of  
Queensland TMR

3

# Integrated Planning



**The third priority area of the National Cycling Strategy is to consider and address cycling needs in all relevant transport and land use planning activities. The Strategy asks states and territories to publish cycling action plans which inform the cycling action plans developed by local council. In addition to cycling plans, all levels of government are also asked to integrate active transport needs in their land use planning and infrastructure strategy documents.**

By increasing cycling participation, the National Cycling Strategy aims to improve health, reduce congestion, improve air quality, improve road safety, save people money, build social capital, make cities more liveable, promote sustainable tourism and improve transport accessibility and resilience. While these benefits are accrued across many different government portfolios, it is primarily through transport and land use planning that the physical environment can be moulded to create a safe and effective environment for cycling.

## Australian Government: *Smart Cities Plan*

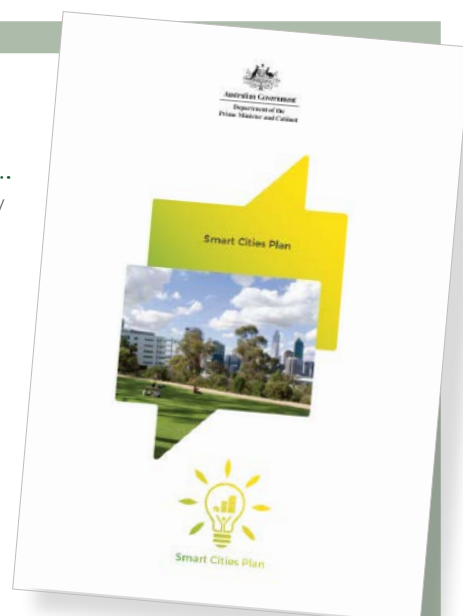
The Australian Government's Smart Cities Plan recognises that housing policy and transport policy should seek to enable people to choose active travel.

A key challenge / opportunity for land use planning is to increase housing supply near job opportunities and transport connections. This will allow more people to live close to their work, with easy access to transport and services, and the opportunity to choose active transport such as walking and cycling.

While no city around the world has eliminated congestion, most world class cities have invested in fast, efficient public transport systems to provide viable alternatives to passenger vehicles.

Well-designed public transport networks are an efficient, convenient and environmentally friendly way of transporting large numbers of people within and between cities. These networks include heavy and light rail, buses, ferries as well as integrated active transport (cycling and walking)

Better accessibility needs a combination of demand management and investment in public transport, roads and active transport, including walking and cycling. International cities have used pricing signals to influence choices made by motorists about the time and route they choose to travel. Pricing is also used to manage demand on public transport networks to take the pressure off peak travel times.



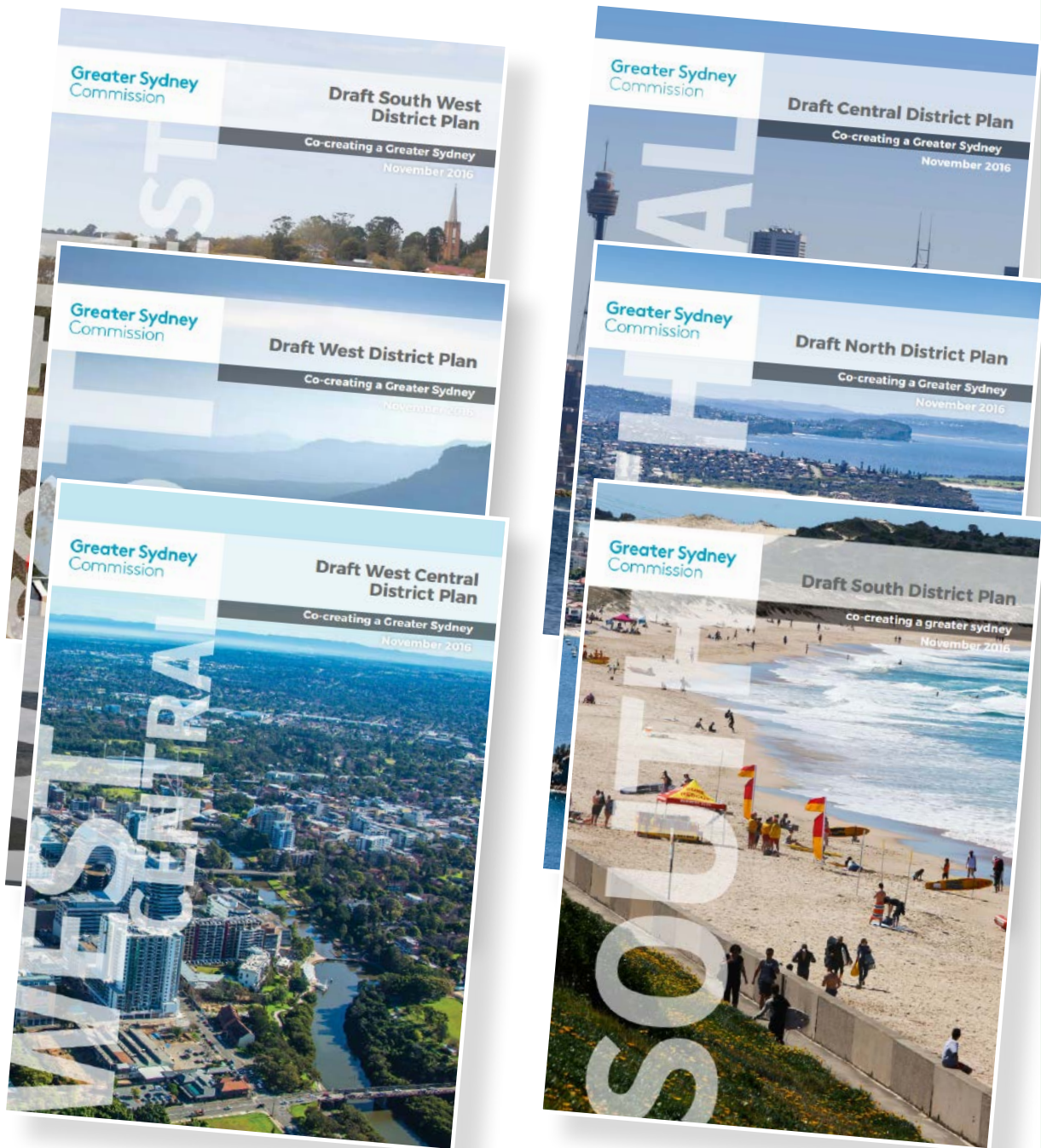
## NSW: Greater Sydney Commission District Plans

The Greater Sydney Commission has published six draft district plans which aim to facilitate well-coordinated, integrated and effective planning for land use, transport and infrastructure. The plans provide a variety of priorities and actions that support walking and cycling.

The district plans call for the development of guidelines for safe and healthy built environments, including increased housing close to centres and stations to make it easier to walk or cycle to shops, services and work.

The district plans call for planning authorities to demonstrate how their strategies promote walking, cycling and public transport use.

The district plans note that A Plan for Growing Sydney identified the opportunity to create Sydney's Green Grid. This city-wide Green Grid would promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support walking and cycling connections and improve the resilience of Greater Sydney.



## Victoria: Draft 30-Year Infrastructure Strategy

Infrastructure Victoria released a draft 30-year Infrastructure Strategy in October 2016. The draft strategy publicly tests Infrastructure Victoria's advice on the state's infrastructure needs and priorities over the next 30 years. Feedback was received on this draft, and a final strategy was delivered to the Victorian Parliament near the end of 2016.

This document describes the overall strategic framework, confirmed through earlier consultations, including what the strategy is aiming to achieve, what problems the strategy is seeking to address and the principles that have guided the development of the strategy.

Of the 10 objectives outlined in the strategy, the following are particularly relevant to cycling policy:

- 🌀 Objective 1: Prepare for population change.
- 🌀 Objective 2: Foster healthy, safe and inclusive communities.
- 🌀 Objective 3: Reduce disadvantage
- 🌀 Objective 9: Advance climate change mitigation and adaptation.
- 🌀 Objective 10: Build resilience to shocks

Of the 30 needs outlined in the strategy, the following are particularly relevant to cycling policy:

- 🌀 Need 1: Address infrastructure demands in areas with high population growth.
- 🌀 Need 3. Respond to increasing pressures on health infrastructure, particularly due to ageing
- 🌀 Need 4. Enable physical activity and participation
- 🌀 Need 6. Improve accessibility for people with mobility challenges
- 🌀 Need 10. Meet growing demand for access to economic activity in central Melbourne
- 🌀 Need 18. Transition to lower carbon energy supply and use
- 🌀 Need 19. Improve the resilience of critical infrastructure

The following recommendation topics covered by the strategy are particularly relevant to cycling policy:

- 🌀 Active lifestyle facilities
- 🌀 Community sport/recreation facilities
- 🌀 Cycling corridors/walking improvements
- 🌀 Cycling end-of-trip facilities
- 🌀 Cycling/walking data
- 🌀 Cycling/walking in established areas



## Queensland: *Principal Cycle Network Plans*

The Queensland Government released six Principal Cycle Network Plans in 2016. Each plan reflects a 'one network' approach to cycle network planning and shows core routes needed to get more people cycling more often.

The plans are intended to support, guide, and inform people involved in the planning, design, and construction of the transport network.

The purpose of the network plans is to present agreed desire lines for principal cycle routes identified using the following planning principles:

- 🌀 Connect major existing and future origin and destination points, such as residential areas, major shopping and commercial facilities, employment nodes, educational institutions, and high frequency passenger transport.
- 🌀 Focus on commuter, utility, and education-related trips, with a supplementary focus on recreational cycling where routes may increase tourism demand.
- 🌀 Ensure the coverage of the network is proportionate to surrounding demand and urban density, with the network density aiming for one kilometre between principal routes in the inner areas of the region's major centres.
- 🌀 Identify a network that is connected, direct, coherent, and planned with safety in mind.
- 🌀 Consider all transport and public open space corridors as potential cycling corridors, regardless of whether they are managed by state or local government.

The routes shown are indicative and exist to guide further planning that will determine the precise route and design of cycle facilities.

The plans draw from existing cycle planning, data on key origins, destinations, and cycling demand, as well as knowledge from local government and bicycle groups. The plan provides for a principal cycle network that will connect residential areas to major trip attractors.

The plans represent the core routes needed to achieve more cycling, more often, which is the vision of the Queensland Cycle Strategy 2011-2021. As the principal cycle network is delivered, Queenslanders will have increasing opportunities to ride to work, school, shopping precincts, and other major destinations via safe, direct, and attractive routes.

Increasing levels of cycling will help contribute to Queenslanders' fitness and health, protect the environment, and manage traffic congestion.

Encouraging people to replace some car trips with cycling can also extend the life of existing transport assets and reduce the need for road capacity upgrades.



## Western Australia: *Perth Transport Plan*

In May 2015 the Western Australian Planning Commission (WAPC), through the Department of Planning, released the Perth and Peel@3.5 Million strategic suite of documents for public comment. These link with four sub-regional planning frameworks for the metropolitan area.

The Perth Transport Plan for 3.5 Million People and Beyond was developed to complement WAPC's framework. The plan was released in July 2016 for a three month consultation period.

A key component of the plan is to provide a safe and connected network for all ages and all skill levels. This included a new hierarchy of; Principal Shared Path Network, Strategic Network, Local Network and Recreational Shared Path Network. Within the network, the barrier of the river systems were overcome with proposed new river crossings, that significantly reduce travel distances and times for cyclists. Each bridge will be 8 metres in width with fully separated paths for cyclists and pedestrians.

The plan was well received, with the cycling network having the highest download rate of all of the modes of transport within the plan. Over the next three years, the network will be worked through route by route and form by form with each Local Government Authority to arrive at a final and fully-approved plan across both levels of government.

Based on the success of the plan, work has commenced on the long term cycle network planning for Regional Cities and Towns, with Greater Bunbury being the first project. Other Cities and Towns will be planned over the next three years.



## Western Australia: *Cycling Network Plan*

The Western Australian Cycling Network Plan seeks to build on the strengths of the Perth metropolitan region, with its warm Mediterranean climate, flat topography and outstanding natural beauty, to create a great cycling city. The outcomes of this network plan were used to inform the Western Australian governments' metropolitan transport strategy, *Transport @ 3.5 Million*.

The cycling network plan notes that cities with high levels of cycling enjoy various economic, environmental and social benefits. Not only can cycling play a pivotal role in reducing road congestion and improving air quality, it can also help facilitate new forms of industry (such as cycle-tourism) and encourage people to live more healthy and active lifestyles.

The plan notes that the key to increasing cycling mode share is in providing routes that are not only safe and direct, but also offer an advantage over private vehicle usage in terms of convenience and travel times.

The plan identified a series of interconnected local routes, strategic routes, Principal Shared Paths (PSPs) and Recreational Shared Paths (RSPs) with the aim of providing high quality, ubiquitous links between Perth's various universities, schools, train stations, activity centres and tourist destinations. It is critical that such infrastructure provides a level of safety that makes it attractive to cyclists of all ages and experience levels, not just Lycra-clad fitness enthusiasts and CBD-commuters.

Given the long term nature of *Transport @ 3.5 Million*, a number of ambitious routes aimed at making cycling a realistic and appealing option for a high proportion of the population have been identified. These include new coastal routes, river crossings as well as separated cycling facilities to, from and across the Perth CBD. It is envisaged that these ideas will form a catalyst for future planning and investment in cycling infrastructure, thus enabling Perth to enjoy the benefits of being a city with high cycling mode share.

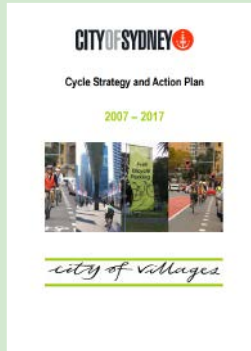


# Capital City Bicycle Strategies

Walking and cycling fit naturally into dense urban environments where space is limited and congestion is a barrier to productivity and liveability. It is in these constrained environments where mobility is best served by facilitating walking and cycling through strong investment in infrastructure and a variety of “soft” interventions such as marketing and education.

Australia’s capital cities have taken a variety of approaches to planning for cycling, with some choosing to release dedicated strategies for cycling (Sydney, Melbourne, Perth, Hobart and Darwin) and others choosing to incorporate cycling into a wider mobility strategy (Brisbane, Adelaide and ACT). The shortest delivery time frames are 4-5 years (Melbourne, Darwin) with the longest time frame being Perth which is planning to 2029.

## City of Sydney



### Cycle Strategy and Action Plan 2007 - 2017

The City of Sydney Cycle Strategy and Action Plan 2007-2017 commits to making cycling an equal first choice transport mode along with walking and using public transport.

## City of Melbourne



### Bicycle Plan 2016-20

The Bicycle Plan 2016–20 is the City of Melbourne’s plan which aims to encourage more people to ride and to create a safe environment for them to do so. By 2020, the City of Melbourne aims for one in four vehicles entering the central city in the morning peak to be a bicycle.

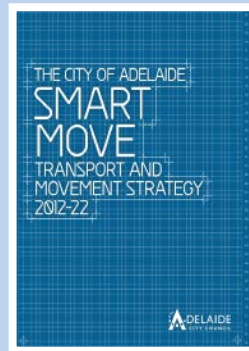
## City of Brisbane



### Brisbane Active Transport Strategy 2012-2026

The vision for Brisbane is to create a high quality, connected, accessible pathway network which will attract people of all ages to walk and cycle. The primary goal is that 1 in 5 transport trips will be by walking or cycling by 2026.

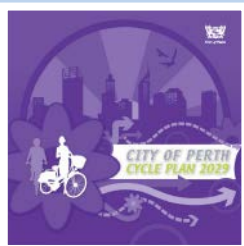
## City of Adelaide



### Smart Move - Transport and Movement Strategy 2012-22

Smart Move outlines Council’s desired transport and movement outcomes for the City, and the strategies to achieve these over the next ten years. The Strategy aims to make the City more accessible by accommodating greater travel choices to meet the needs of all users.

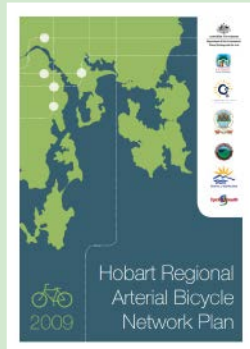
## City of Perth



### Cycle Plan 2029

The City of Perth anticipates that the proposed strategic cycle network and complementary cycling infrastructure will be fully implemented and operational by 2029.

## Hobart City Council



### Hobart Regional Arterial Bicycle Network Plan

In 2008, this plan was developed by Cycling South through consultation with a working group made up of representatives from city councils and the Department of Infrastructure, Energy and Resources.

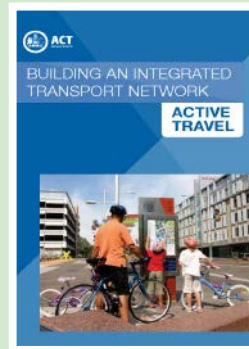
## City of Darwin



### Darwin Bike Plan 2015-2020

The City of Darwin and the NT Department of Transport have jointly developed the inaugural Darwin Bike Plan. The Plan was formulated with the help of 1000 responses to a community survey and includes a five year Implementation Plan with a commitment to funding.

## Australian Capital Territory



### Building an Integrated Transport Network: Active Travel

The framework outlines how the government can better integrate planning and delivery of active travel initiatives to further encourage and support walking, cycling and other forms of active transport.

# State and Territory Cycling Strategies

The National Cycling Strategy 2011-16 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.

**New South Wales**



**Sydney's Cycling Future**  
Cycling for everyday transport  
November 2013

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.


**Victoria**



**Victorian Cycling Strategy**  
Cycling into the Future 2013-23

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.

**Queensland**



**Queensland Cycle Strategy 2011-2021**

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.

**South Australia**



**Safety in Numbers, A Cycling Strategy for South Australia 2006-2010**

The South Australian Strategy is currently under review.

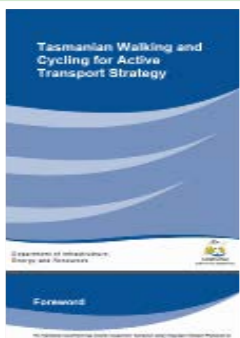
**Western Australian**



**Western Australian Bicycle Network Plan 2014-2031**

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.

**Tasmania**



**Tasmanian Walking and Cycling for Active Transport Strategy**

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.

**Northern Territory**



**NT Connected and Safe**  
An overview of the Territory's major cycle path networks

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.

**Australian Capital Territory**



**Building an Integrated Transport Network: Active Travel**

The framework outlines how the government can better integrate planning and delivery of active travel initiatives to further encourage and support walking, cycling and other forms of active transport.

4

# Safety



Photo courtesy of the  
Physical Activity Foundation

## The fourth priority area of the National Cycling Strategy is to enable people to cycle safely. The strategy looks to achieve this through data collection, crash research, the identification of safety issues, targeted road safety programs and the delivery of nationally-consistent bicycle skills training programs.

In 2016, bicycle fatalities dropped to their lowest level since 2003 with 29 fatalities. Older riders were significantly over-represented, with 86% of fatalities over 40 years of age and 55% over 60 years. Research that looked at serious injuries occurring between 2001-2010 showed a significant increase in the number of serious injuries sustained by people on bicycles.

The Victorian Government and the ACT Government released action plans to give effect to the National Road Safety Action Plan 2011-2020. Victoria will focus on the safety of vulnerable road users such as younger and older Victorians, motorcyclists, cyclists and pedestrians. The ACT's recognises the role played by sustainable transport policies in improving road safety.

The adoption of minimum passing distance laws continued, with Tasmania adopting the laws permanently and NSW introducing a 2 year trial before the rules are considered for permanent adoption in 2018.

### National Road Safety Action Plan 2015-2017

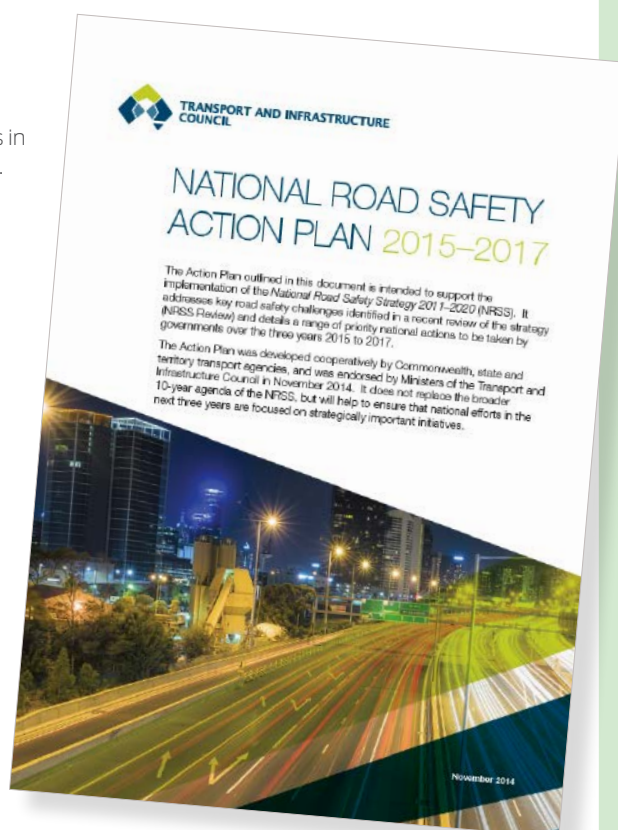
The *National Road Safety Action Plan 2015-2017* supports the implementation of the *National Road Safety Strategy 2011-2020*. The action plan includes 19 individual actions across four themes.

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.



## Cycling Fatalities 2016

Over the past 10 years, the number of bicycle fatalities has varied around an average of 36.4 per year with a maximum of 50 in 2013 and a minimum of 29 in 2016.

As in other years, bicycle fatalities in 2016 were heavily skewed towards older riders. Of the 29 rider fatalities in 2016, 86% of riders were aged over 40 years and 55% were aged over 60 years. This result is particularly significant given that cycling participation decreases significantly with age\*. Note: participation is not a direct indication of exposure since the time and distance spent cycling is not surveyed.

Bicycle fatalities primarily occurred on weekdays (26 of 29). Tuesday (9 people) and Wednesday (8 people) had particularly high fatality rates. The prevalence of fatalities on weekdays could imply that many are occurring during commute trips, however, the data suggests several mechanisms at play. Firstly, weekday fatalities have occurred across various times of the day, not just at typical commuting times (although commuting times are over-represented as expected).

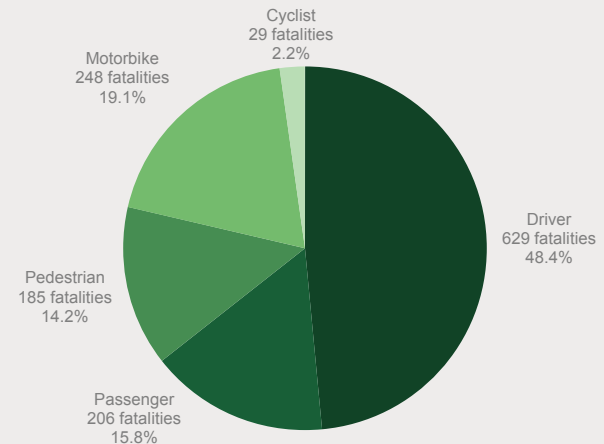
Secondly, the typical age of a rider fatality (half over 58 years) suggests that many of these riders are riding for recreation in their retirement rather than commuting to work. This hypothesis fits national cycling participation data\* which found that 85.5% of cyclists report that they rode for recreation in the past month compared to 30.2% for transport.

As in recent years, males are significantly over-represented in bicycle fatality data, accounting for 26 of the 29 fatalities in 2016. This is partly due to the higher levels of weekly cycling participation in males (22%) vs females (13%)\*.

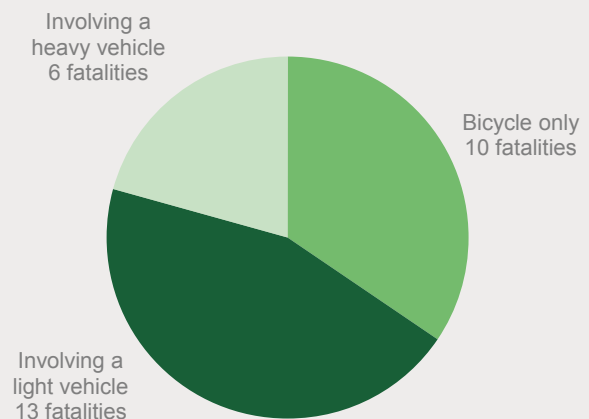
Over two thirds (20) of bicycle fatalities in 2016 were on roads with speed limits of 50 or 60 km/h. Only three fatalities occurred after 7pm and before 6am, suggesting that alcohol is not likely to be a significant factor.

\* National Cycling Participation Survey 2015, Austroads.

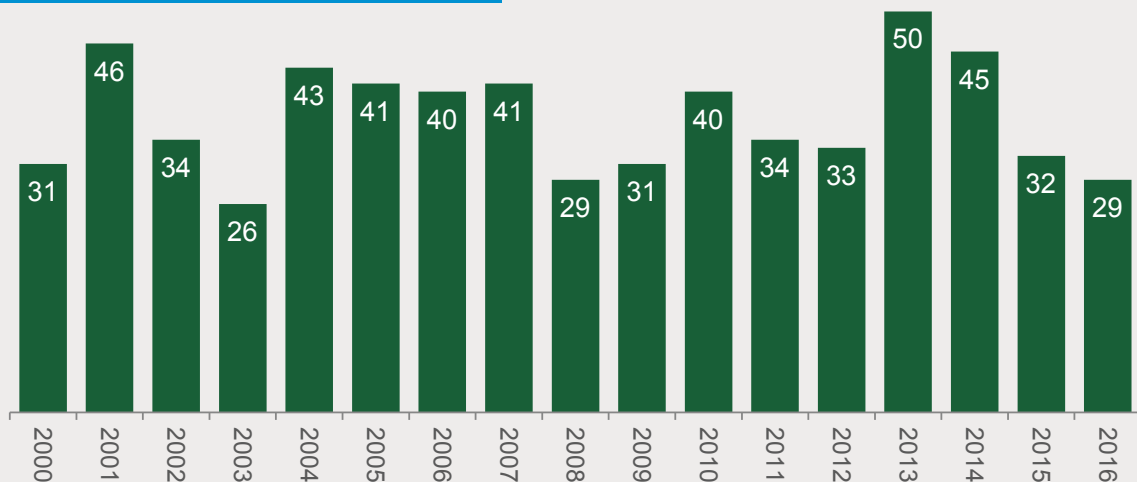
### Australian road fatalities 2016



### Australian cycling fatalities 2016

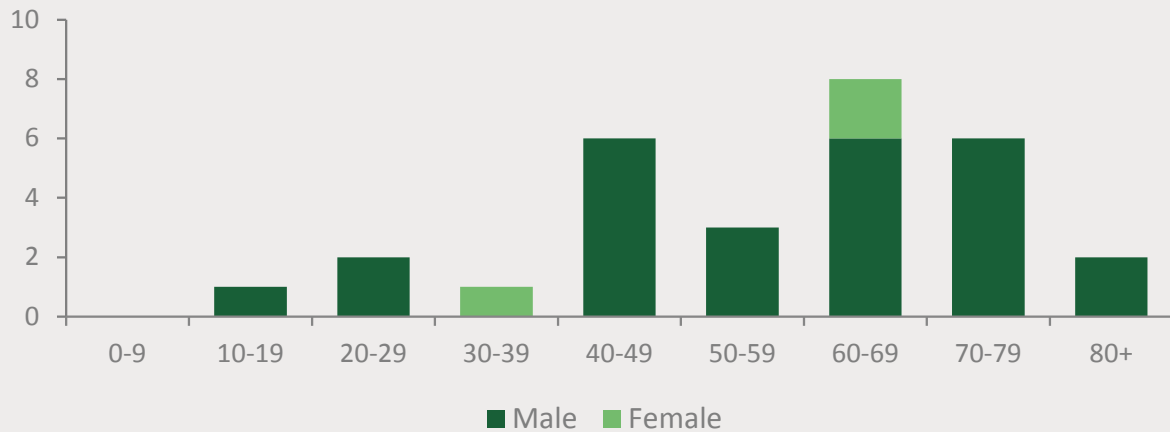


### Australian cycling fatalities 2000-2016

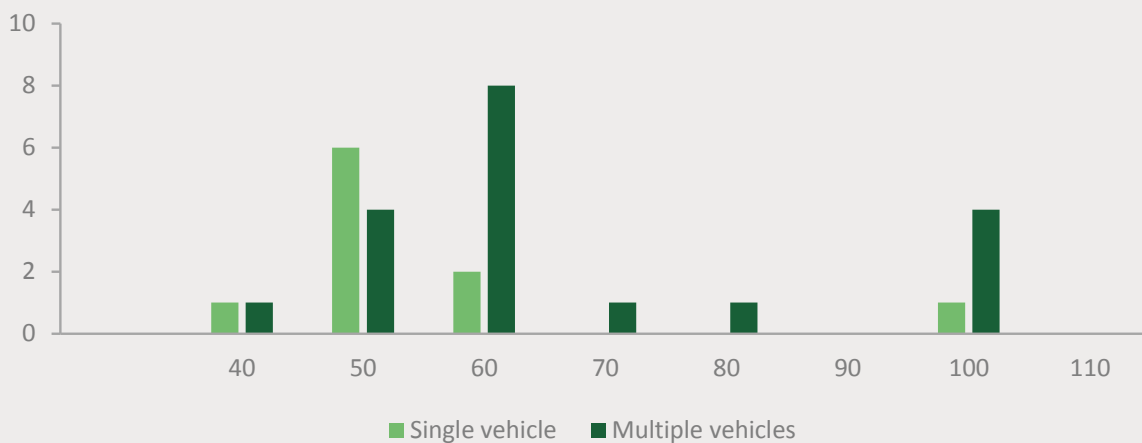


Source: Australian Road Deaths Database, [www.bitre.gov.au/statistics/safety/fatal\\_road\\_crash\\_database.aspx](http://www.bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx) (accessed 13 January 2017).

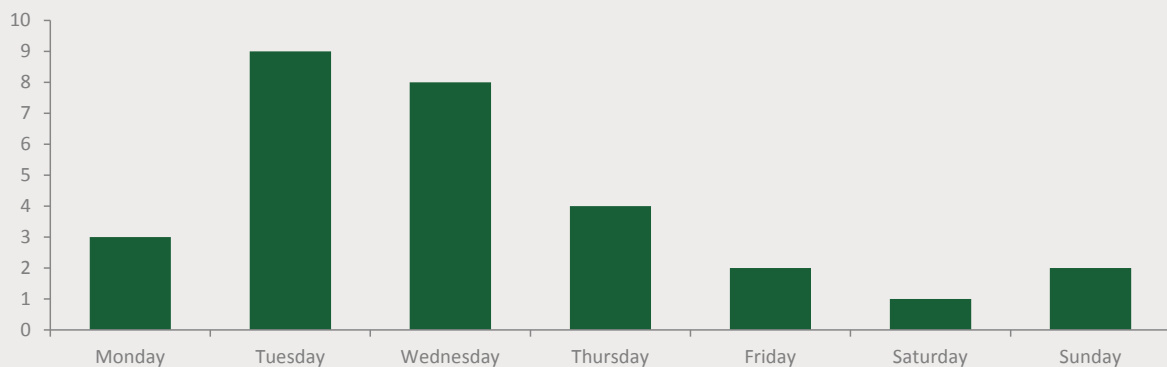
### Australian cycling fatalities against age and gender 2016



### Australian cycling fatalities against speed limit 2016



### Australian cycling fatalities against day of week 2016



Source: Australian Road Deaths Database, [www.bitre.gov.au/statistics/safety/fatal\\_road\\_crash\\_database.aspx](http://www.bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx) (accessed 13 January 2017).

## Victoria: *Towards Zero 2016 // 2020*

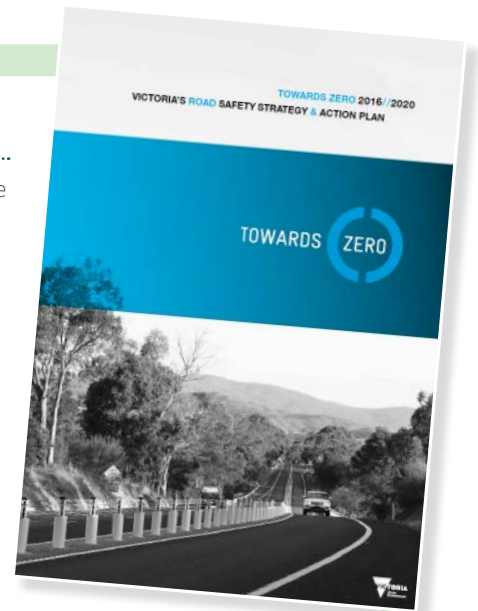
For the first time, Victoria has a dedicated Minister for Road Safety who will place a strong emphasis on establishing safer driving behaviours from a young age to keep people safe for life. \$100 million will also be invested to create a network of paths for cyclists and pedestrians to improve safety.

There will be a focus on the people most likely to become road casualties – younger and older Victorians, motorcyclists, cyclists and pedestrians by:

- 🌀 Dedicated cycling and pedestrian paths.
- 🌀 Traffic calming and pedestrian refuges to keep cyclists and walkers safer on local and busy streets.

In an effort to make local and busy places safer, the Victorian Government will engage local communities about the need for safer speeds on local streets where a lot of pedestrian and cyclist deaths and serious injuries happen. Traffic calming measures will also slow down vehicles in local streets, encouraging more people to walk or ride.

Cyclists will be encouraged to use local, low-speed alternative streets and safe cycling routes rather than major arterials. Prioritised signalling for bicycles at intersections on key cycling routes will give riders a safer and clearer crossing. Where there is high pedestrian and cyclist activity such as at shops, town centres and transport hubs, efforts to slow down traffic will help keep people safe.



## ACT: *Road Safety Action Plan*

The ACT Road Safety Action Plan 2016-2020 gives effect to the ACT Road Safety Strategy 2011-2020 which provides the ACT's response to the National Road Safety Strategy 2011-2020. The strategic goals of the ACT Road Safety Strategy are to:

1. contribute to a national reduction in the annual number of fatalities and serious injuries of at least 30 per cent by 2020;
2. develop an ACT community that shares the responsibility for road safety; and
3. develop an approach to road safety that involves all stakeholders working together to improve road safety.

The Action Plan places a focus on sustainable transport, stating that *"One of the new and important aspects to the ACT's road safety policy is its recognition of the role played by sustainable transport policies in improving road safety. The ACT Government recognises that policies that aim to reduce car traffic and to prioritise sustainable transport – walking, cycling and public transport – are valuable in their own right, but also have measurable safety benefits."*

The report commits to:

- 🌀 exploring options for recognising the role of sustainable transport in road safety.
- 🌀 investigating the risks and any potential benefits of allowing people to ride bicycles without a helmet in low speed environments.
- 🌀 Build a cycling training facility to train children learning to ride a bicycle.
- 🌀 Establish a safety program that will deliver road safety improvement specifically for vulnerable road users.
- 🌀 Develop an infrastructure policy to guide the delivery of active travel infrastructure.
- 🌀 Refresh and expand the Share the Road campaign.
- 🌀 Introduce a driver competency that demonstrates driver awareness of safety issues for vulnerable road users.
- 🌀 Introduce a new driver competency that demonstrates a driver's awareness of safety issues.



## Trends in serious injury due to road vehicle traffic crashes, Australia: 2001 to 2010.

This research, conducted by Flinders University and published by the Australian Institute of Health and Welfare provides detailed analysis of serious injury both on-road and also off-road.

Over the 10-year period from 2001 to 2010, all jurisdictions except for Victoria, South Australia and Tasmania showed increases in age-standardised rates of serious injury due to road vehicle traffic crashes over the 10-year period.

Rates of life-threatening cases involving pedal cycle riders rose significantly over this period, with average increases of 7.5% p.a.

Rates also rose for males and females injured as pedal cycle riders, in age groups 25–44 years and 45–64 years, as well as for males aged 65 years and over. The largest average annual increase in rates for males and females was recorded for those aged 45–64 years, with average annual increases of 14.1% for males and 15.7% for females.

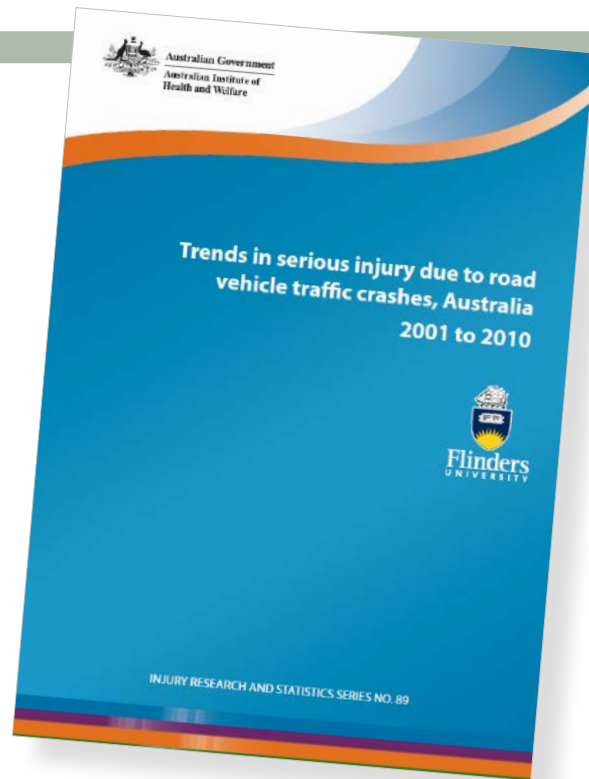
The overall rise for males aged 45–64 years is accounted for by the rise in injuries sustained as a motorcyclist or pedal cyclist. In 2001, 31% of all high-threat-to-life road injuries sustained by males aged 45–64 years occurred while they were riding motorcycles or pedal cycles. This proportion rose to over 58% in 2010.

Overall, and for all of the age groups presented, rates of life-threatening traffic injury sustained as a pedal cycle rider were much higher for males than for females.

The pattern of rates by age group changed markedly during the period covered by the report. In 2001, the highest rates were for the two youngest age groups (5–14 and 15–24), for both males and females. By 2010, the highest rate for males was at ages 45–64 years, and for females the highest rates were at ages 25–44 and 45–64 years.

Males aged 45–64 years and 65 years and over recorded the steepest increases in rates over the 10-year period, with average annual increases of 14.1% (95% CI: 12.2%, 15.9%) and 12.0% (95% CI: 9.1%, 15.2%), respectively. Males aged 25–44 years showed a smaller rate of increase while rates for males aged 5–14 years and 15–24 years did not change to a significant extent.

For females, it was also the age group 45–64 years for which the steepest increase in rates occurred over the 10-year period with an average annual increase of 15.7% (95% CI: 10.9%, 20.6%). Females aged 25–44 years also had a smaller rate of increase, while those at other ages did not show a significant trend in rates.



As with motorcycle riders, it is important to note that a significant proportion of life-threatening injuries of pedal cycle riders occur in off-road settings, particularly in younger age groups.

In the latter half of the period covered by this report, about one-third of the pedal cycle riders with life-threatening injury were reported to have been injured in non-collision transport events, which include falling or being thrown from a pedal cycle without a prior collision.

More than one-half of the cases in which a person aged 5–14 years sustained life-threatening injuries while riding a pedal cycle occurred in non-traffic settings. The proportion of cases that were non-traffic-related varied from 50% to 62% in the years included in this report. For people aged 15–24 years, non-traffic crashes accounted for between 41% and 51% of all high-threat-to-life injuries sustained as a pedal cycle rider in the years 2001 to 2010.

Age-specific rates of non-traffic life-threatening pedal cyclist injuries fluctuated for both males and females during the 10-year period, and mostly did not show significant trends. Rates were highest for those aged 5–14 years in both sexes. Males aged 45–64 years showed the largest increase in rates over the period, with an average annual increase of 6.5% (95% CI: 4.1%, 9.1%). Males aged 15–24 years and 25–44 years showed smaller increases in rates. For females, those aged 5–14 showed an average decrease in rates of 5.6% per year (95% CI: –0.6%, –10.4%).

Data for pedal cycle crashes is provided on the following two pages.

## Road vehicle traffic crashes High-threat-to-life injuries to pedal cycle riders

Jurisdiction	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
NSW	133	164	192	184	219	233	242	259	244	281
VIC	130	140	158	171	208	201	252	231	314	355
QLD	108	137	109	152	166	146	175	189	207	219
SA	32	46	47	49	62	69	73	79	82	86
WA	42	45	40	53	51	54	75	68	101	79
TAS	12	9	11	10	14	19	22	15	25	21
NT	10	7	8	13	12	7	14	8	12	16
ACT	5	9	12	6	15	19	15	26	29	26
<b>Total Australia</b>	<b>472</b>	<b>557</b>	<b>577</b>	<b>638</b>	<b>747</b>	<b>748</b>	<b>868</b>	<b>875</b>	<b>1014</b>	<b>1083</b>

## Road vehicle traffic crashes High-threat-to-life injury counts for pedal cycle riders

Age	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
5-14										
<i>Males</i>	78	92	87	96	112	95	97	103	83	68
<i>Females</i>	16	16	19	21	18	20	29	13	7	11
<i>Persons</i>	94	108	106	117	130	115	126	116	90	79
15-24										
<i>Males</i>	80	92	72	116	128	105	78	110	128	124
<i>Females</i>	13	16	15	10	15	17	20	18	17	26
<i>Persons</i>	93	108	87	126	143	122	98	128	145	150
25-44										
<i>Males</i>	113	150	166	162	185	186	230	204	250	262
<i>Females</i>	22	26	42	35	35	32	40	51	60	73
<i>Persons</i>	135	176	208	197	220	218	270	255	310	335
45-64										
<i>Males</i>	90	106	114	137	154	199	255	249	318	339
<i>Females</i>	11	20	16	22	27	25	33	38	55	60
<i>Persons</i>	101	126	130	159	181	224	288	287	373	399
65+										
<i>Males</i>	43	38	41	41	62	69	86	94	101	124
<i>Females</i>	5	5	7	5	13	10	8	9	10	8
<i>Persons</i>	48	43	48	46	75	79	94	103	111	132
<b>All ages</b>										
<i>Males</i>	408	479	485	553	646	656	749	760	882	919
<i>Females</i>	67	83	100	94	108	104	130	129	149	179
<i>Persons</i>	475	562	585	647	754	760	879	889	1031	1098

Note: Data for age group 0-4 not shown due to small case numbers, but included in 'All ages' totals.

n.p. = not publishable because of small numbers, confidentiality, or other concerns about the quality of the data

Source: Australian Institute of Health and Welfare

## Road vehicle non-traffic crashes High-threat-to-life injuries to pedal cycle riders

Jurisdiction	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
NSW	113	132	109	149	162	158	136	174	180	163
VIC	123	114	100	127	136	142	161	144	138	152
QLD	101	96	105	101	108	116	115	119	166	114
SA	24	48	41	29	38	46	37	43	49	31
WA	54	41	48	47	69	38	35	39	56	49
TAS	14	9	5	17	8	22	9	12	5	16
NT	n.p.	n.p.	n.p.	7	n.p.	n.p.	7	5	n.p.	5
ACT	11	7	11	7	16	5	16	23	28	22
<b>Total Australia</b>	<b>440</b>	<b>447</b>	<b>419</b>	<b>484</b>	<b>537</b>	<b>527</b>	<b>516</b>	<b>559</b>	<b>622</b>	<b>552</b>

## Road vehicle non-traffic crashes High-threat-to-life injury counts for pedal cycle riders

Age	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
5-14										
<i>Males</i>	123	138	117	117	126	123	153	138	140	91
<i>Females</i>	20	21	19	24	15	21	11	16	13	14
<i>Persons</i>	143	159	136	141	141	144	164	154	153	105
15-24										
<i>Males</i>	69	89	79	99	101	125	107	103	126	103
<i>Females</i>	7	n.p.	12	8	9	13	n.p.	9	19	8
<i>Persons</i>	76	n.p.	91	107	110	138	n.p.	112	145	111
25-44										
<i>Males</i>	94	90	72	88	107	99	84	122	107	116
<i>Females</i>	12	15	10	10	12	16	12	12	15	15
<i>Persons</i>	106	105	82	98	119	115	96	134	122	131
45-64										
<i>Males</i>	58	60	74	77	103	73	78	91	144	124
<i>Females</i>	8	13	9	19	25	22	21	20	16	22
<i>Persons</i>	66	73	83	96	128	95	99	111	160	146
65+										
<i>Males</i>	40	20	24	34	39	36	35	36	44	51
<i>Females</i>	5	n.p.	n.p.	n.p.	7	5	7	8	n.p.	14
<i>Persons</i>	45	n.p.	n.p.	n.p.	46	41	42	44	n.p.	65
<b>All ages</b>										
<i>Males</i>	388	401	372	420	478	461	462	494	566	486
<i>Females</i>	58	53	52	66	70	78	56	67	69	74
<i>Persons</i>	446	454	424	486	548	539	518	561	635	560

Note: Data for age group 0-4 not shown due to small case numbers, but included in 'All ages' totals.

n.p. = not publishable because of small numbers, confidentiality, or other concerns about the quality of the data

Source: Australian Institute of Health and Welfare

## Key Theme: *Minimum Passing Distance Legislation*

In 2016, significant progress has been made in several jurisdictions to introduce “minimum passing distance” (MPD) laws. Typical MPD legislation requires 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.
- ☼ a lateral distance of not less than 1.5 metres if the applicable speed limit exceeds 60 km/h.

Progress in 2016 has been precipitated by changes made in 2014 and 2015, with the first trial of MPD laws occurring in 2014 in Queensland. This trial was followed by the adoption of MPD laws in 2015 by South Australia, the trial adoption of MPD laws in the Australian Capital Territory and a communications campaign in Tasmania aimed at recommending that motorists observe a MPD.

In 2016, the Victorian Standing Committee on Economy and Infrastructure conducted an Inquiry into the Road Safety Road

Rules 2009 (Overtaking Bicycles). The recommendations from this review are included in the following pages.

In 2016, the Queensland trial of minimum passing distance legislation was evaluated and deemed to be successful, resulting in a permanent adoption of the laws. Similar laws were adopted in Tasmania. New South Wales also introduced a trial of MPD laws.

Western Australia have allocated \$1.1 million from the Road Trauma Trust Account to improve cycling safety. This will be achieved by encouraging motorists to pass cyclists safely, and by encouraging cyclists to ride safely and be mindful of motorists and pedestrians.

The Northern Territory Government provides information about passing distances in the NT Road Users' Handbook, the NT Learner Drivers' Guide, A guide to the driver test and the NT Heavy Vehicle Drivers' Handbook. Questions on passing distance are also included in the screen based knowledge test. The DriveSafe NT program also includes a practical competency relating to bike riders.

Jurisdiction	Status	Next Step
NSW	Trial	Evaluate the outcome of the trial in 2018.
VIC	Bill Proposed	An inquiry was held into the Bill. A decision on the Bill has not been reached.
QLD	Adopted	No further work required.
SA	Adopted	No further work required.
WA	Not adopted	An advertising campaign will communicate safe passing distance.
TAS	Adopted	No further work required.
NT	Not adopted	Will be considered subject to other legislative priorities.
ACT	Trial	Evaluate the outcome of the trial in 2017.

### *New South Wales: Go Together*

The NSW Government introduced a trial of minimum passing distance laws from the 1st March 2016. Drivers found to have broken the new law will incur a \$319 fine.

If drivers cannot pass a bicycle rider safely, they are advised to slow down and wait until it is safe to pass the rider, leaving at least the minimum distance. To help drivers provide the minimum distance, drivers will be exempt from the following rules, as long as it is safe to pass the bicycle rider and they have a clear view of approaching traffic:

- ☼ Keep to the left of the centre of the road (two-way road with no dividing line)
- ☼ Keep to the left of the centre of a dividing line - broken and unbroken lines
- ☼ Keep off a flat dividing strip
- ☼ Keep off a flat painted island
- ☼ Driving within a single marked lane or line of traffic
- ☼ Moving from one marked lane to another across a continuous line separating the lanes

The laws will be evaluated in two years, with a final recommendation expected in early 2018.



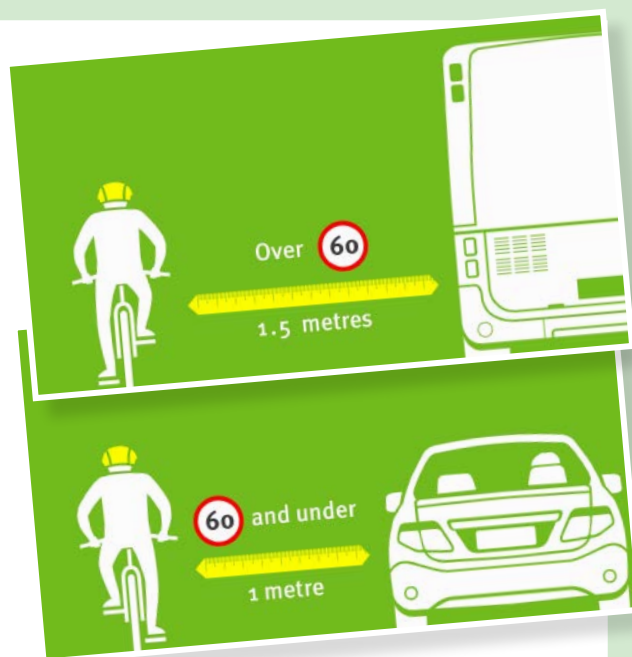
## Queensland: *Stay Wider of the Rider*

The 'Stay wider of the rider' campaign, which was used when the trial of minimum passing distance rule (MPD) began in 2014, ran again from April to May 2016. This coincided with the end of the two year trial and the continuation of the minimum passing distance rule. This 2016 phase of the campaign aimed to further build on awareness and understanding of the rule.

The 2016 campaign consisted of advertising delivered to both cyclists and drivers while they were on the road (radio, billboards and bus backs) as well as at petrol bowzers. This was supported with advertising across online, press and ambient media (coffee cups and avant cards).

The campaign objectives were to: communicate the MPD rules; to encourage motorists to look out for bike riders and give them enough space while on the road; and to remind road users that the rules are here to stay.

A survey conducted with 250 motorists and 150 bicycle riders found that the campaign achieved its objectives with high awareness of the MPD rule and campaign messages. For example, 94% of motorists and 83% of bicycle riders agreed that, since seeing the campaign, they know that the MPD rule is here to stay.



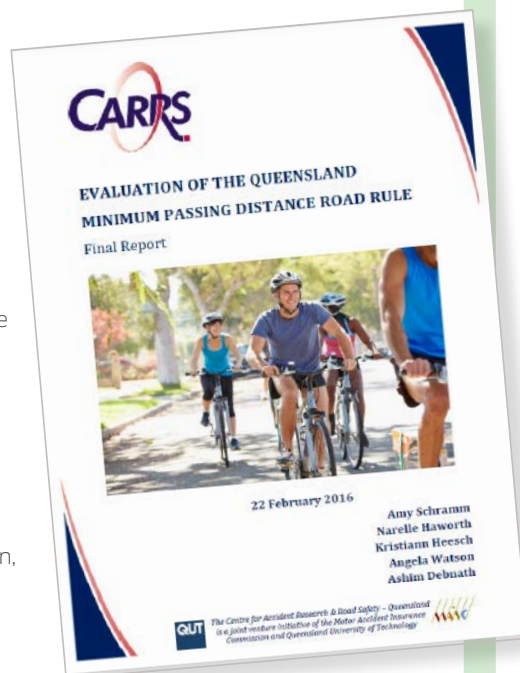
## *Evaluation of the Minimum Passing Distance trial in Queensland*

The two-year trial of the Queensland minimum passing distance (MPD) road rule began on 7 April 2014. The rule was introduced to help clarify ambiguity about safe passing distances, to make motorists more aware of bicycle riders and to encourage motorists to leave enough space when passing.

The Department of Transport and Main Roads commissioned the Centre for Accident Research and Road Safety – Queensland to evaluate the trial in terms of the rule's:

1. practical implementation;
2. impact on road users' attitudes and perceptions; and
3. road safety benefits.

The evaluation found that, despite practical difficulties in implementation, the MPD rule had been effective in improving motorists' awareness of bicycle riders on the road network. This suggests the rule has benefits for road safety, although the evaluation was unable to establish this conclusively.



## *Permanent adoption of Minimum Passing Distance*

In April 2016, the Queensland Government announced that, after the success of the trial, the rule would remain in place in the Queensland Road Rules.

## Key Theme: *Minimum Passing Distance Legislation (continued...)*



### South Australia: *Wider of the Rider*

The South Australian Government introduced a package of road rule changes on the 25th October 2015. The package of changes included:

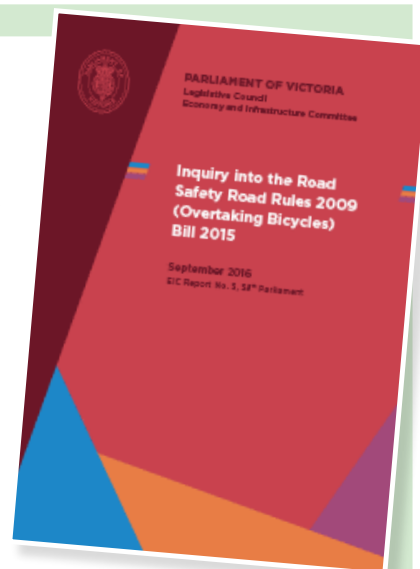
- ⦿ minimum passing distance legislation which also allows motorists to cross centre lines where safe to do so in order to comply with the minimum passing distance requirements.
- ⦿ footpath cycling legislation that permits people of all ages to cycle on footpaths provided that they keep left unless impracticable to do so, give way to pedestrians and give a warning to pedestrians or others using the footpath if necessary.

### Victoria: *Inquiry into the Road Safety Road Rules 2009 (Overtaking Bicycles) Bill 2015*

The Parliament of Victoria conducted an Inquiry to investigate issues pertaining to minimum passing distance laws. The inquiry released its report in September 2016.

The inquiry made the following recommendations:

- ⦿ RECOMMENDATION 1: That the Legislative Council amend the Overtaking Bicycles Bill so that all references to "overtake" or "overtaking" are replaced by references to "overtake or pass" or "overtaking or passing".
- ⦿ RECOMMENDATION 2: That the Government consider the benefits of introducing mandatory minimum traffic and bicycle lane widths for Victorian roads.
- ⦿ RECOMMENDATION 3: That the Legislative Council consider amending the Overtaking Bicycles Bill to reduce potential conflicts arising from the interaction of cyclists and vehicles at intersections, particularly intersections with high volumes of bicycles and narrow roads, such as those in Melbourne's central business district.
- ⦿ RECOMMENDATION 4: That the Legislative Council support changes to the Road Rules requiring motor vehicles to leave minimum passing distances when passing bicycles of:
  - (a) 1 metre in areas with speed limits of 60 kilometres per hour or less
  - (b) 1.5 metres in areas with higher speed limits
- ⦿ RECOMMENDATION 5: That the Government undertake a communication campaign to remind motorists that cyclists are permitted to ride two abreast and to encourage cyclists to be courteous in riding two abreast by not doing so where it will slow traffic down unnecessarily.
- ⦿ RECOMMENDATION 6: That, if specified minimum passing distances are introduced, the Government erect signage at relevant locations recommending that cyclists ride single file at specified times. Relevant locations would include high-volume arterial roads where it may be impossible for motorists to pass cyclists riding two abreast while maintaining the minimum passing distance.



- ☼ RECOMMENDATION 7: That, if the Road Rules are changed to allow motorists to cross centre lines when passing bicycles, the Government undertake research to understand the risk posed to motorcyclists travelling in the opposite direction when cars cross centre lines. Based on this research, the Government should develop a strategy to mitigate this risk.
- ☼ RECOMMENDATION 8: That the Legislative Council support changes to the Road Rules allowing motorists to do the following when passing bicycles if safe:

  - (a) cross the centre of an unmarked two-way road
  - (b) cross a dividing line separating traffic travelling in different directions (including single lines, double lines, broken lines and continuous lines)
  - (c) drive on a dividing strip
  - (d) drive across the edge of a painted island
  - (e) cross lines separating lanes in a multi-lane road (including continuous lines)
  - (f) drive over the edge line of a road.
- ☼ RECOMMENDATION 9: That, regardless of whether or not the Overtaking Bicycles Bill is passed, the Government undertake an education campaign to increase motorists' awareness of the safe distance to leave when passing bicycles. In developing a campaign, the Government should build on the materials and learnings from other Australian states and territories. The campaign should be developed with VicRoads and the Transport Accident Commission, to draw on their expertise and integrate the message with other road safety campaigns.
- ☼ RECOMMENDATION 10: That, if specified minimum passing distance rules are introduced, the Government amend learner driver materials and tests to reflect the new rules.
- ☼ RECOMMENDATION 11: That, if specified minimum passing distance rules are introduced, the Government erect signs on key cycling routes and higher-risk locations to remind motorists of the rules. In developing the signage, the Government should note research about changing driver behaviour to ensure that the signs are as effective as possible.
- ☼ RECOMMENDATION 12: That, if specified minimum passing distance rules are introduced, the Government implement a training program for police designed to ensure that police understand the reasons for the rules, to encourage empathy for cyclists and to provide guidance as to what constitutes sufficient evidence to issue an infringement notice.
- ☼ RECOMMENDATION 13: That, if specified minimum passing distance rules are introduced, the Government investigate technological solutions to assist with the identification of offenders and rule enforcement.
- ☼ RECOMMENDATION 14: That, if specified minimum passing distance rules are introduced, the Government task a suitable body with evaluating the impact of the rules in Victoria. The learnings from the Queensland evaluation should be taken into account in designing the Victorian evaluation. Among other things, the evaluation should:

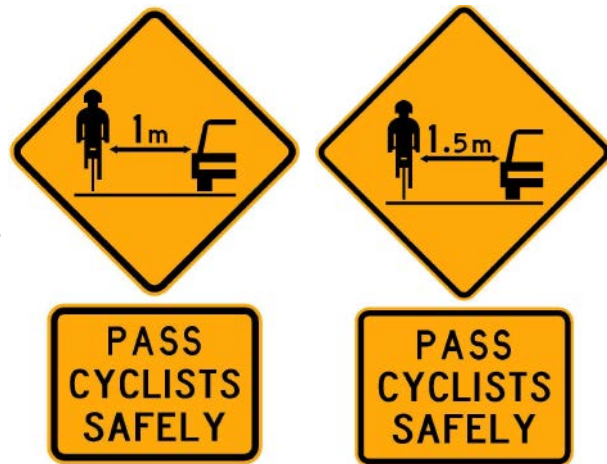
  - (a) compare driver behaviour and attitudes before and after the rules are changed
  - (b) identify any changes in cyclist behaviour as a result of the rule changes
  - (c) look for any impact on the risk of head-on collisions from allowing motorists to cross unbroken centre lines to pass cyclists (including accidents with motorcyclists)
  - (d) consider the effectiveness of any education and awareness campaigns.
- ☼ RECOMMENDATION 15: That, in considering the Overtaking Bicycles Bill, the Legislative Council consider whether or not the Road Rules should be changed to allow motorists to cross continuous yellow lines on the edges of tram lanes to pass bicycles (so long as doing so is safe and does not obstruct trams).
- ☼ RECOMMENDATION 16: That the Government consider ways to reduce the number of bicycle accidents at intersections. This should include consideration of awareness campaigns and infrastructure such as bicycle traffic lights.
- ☼ RECOMMENDATION 17: That the Government establish a stakeholder group including bicycle rider associations, other road user organisations, police and other stakeholders. This group could provide advice and assist with the implementation of specified minimum passing distance rules (if passed by the Parliament) and other initiatives to improve cyclist safety on the roads.

## Tasmania: Distance Makes the Difference

The Tasmanian Government announced in November 2016 that minimum passing distance laws will be introduced in 2017. This built on earlier initiatives that laid the groundwork for the changes to be adopted into law.

One of these initiatives, released in 2015, was to develop new signs that encourage motorists to observe a minimum passing distance when overtaking people on bicycles. Changes were also made to the Tasmanian road rules to allow motorists to cross centre lines to pass cyclists, when safe to do so.

The Tasmanian Government also produced a campaign using the message "Distance makes the difference" to communicate the desired behaviour.



## Australia Capital Territory: A metre matters

The ACT Government introduced a two year trial of safer cycling reforms on 1 November 2015. The trial follows an ACT Legislative Assembly inquiry into vulnerable road users that identified a range of measures that could be introduced in the ACT to improve safety for cyclists and other road users.

Motorists are now required to provide a minimum distance of one metre when overtaking a cyclist in speed zones at or below 60km/h and one and a half metres in speed zones above 60km/h.

To enable drivers to provide the minimum overtaking distance on narrow roads or roads with narrow lanes, motorists are allowed to cross centre lines, straddle lane-lines and drive on painted islands, provided the motorist has a clear view of any approaching traffic and that it is safe to do so. Where there is no clear view ahead or it is not safe to provide the distance, motorists need to slow down behind the cyclist and wait until it is safe to pass.



## Key Theme: *Driver Licensing*

A key area of road safety is the interaction of motor vehicles with people walking, riding bicycles and riding motorcycles. While motor vehicles (apart from motor cycles) provide physical protection to occupants, they also pose a greater danger to other road users due to their size, mass and speed, thereby increasing the duty of care required for drivers.

It is therefore important that drivers are competent and can demonstrate their awareness and ability to respond appropriately to the presence of vulnerable road users. One way to improve driver awareness and behaviour is to include specific driver competencies with regard to vulnerable road users in driver license testing.

### Australia Capital Territory: Driver Competencies

A new driver competency relating to vulnerable road users has been incorporated in the ACT Road Rules Handbook and the Learn to Drive packs. The Road Rules Knowledge Test has also been updated to incorporate questions relating to vulnerable road users.

A vulnerable road user brochure was developed and was distributed with vehicle registration renewal notices in the ACT. The brochure includes a profile of vulnerable road users and the safety issues that drivers need to be aware of as well as a cyclist's code of conduct.

**THE APPLICANT WILL DEMONSTRATE:**

1. scanning of short, middle and long distances for vulnerable road users and appropriate anticipation of their presence, needs and intentions;
2. the ability to safely navigate through areas such as school zones, aged care facilities, shared zones, group centres and town centres while observing, anticipating and responding safely to vulnerable road users;
3. anticipation of motorcyclists and cyclists at intersections including roundabouts and conducting appropriate head checks – when turning and checking of blind spots before undertaking turning manoeuvres or pulling out from the kerb and before opening the door of a parked vehicle;
4. correct response to the presence or anticipated presence of any vulnerable road user including slowing on the approach and providing sufficient distance when travelling behind a vulnerable road user; and
5. a full understanding and application of the road rules as they relate to vulnerable road users, including;
  - giving way to cyclists travelling within green lanes;
  - providing the minimum overtaking distance when passing cyclists;
  - passing cyclists only when it is safe to do so;
  - exercising caution around pedestrians and cyclists and when in slow and stationary traffic checking for motorcyclists that may be lane filtering;
  - giving way to pedestrians and cyclists at crossings;
  - giving way to pedestrians when turning into a cross street; and
  - giving way to pedestrians in shared zones.

More information can be found at [www.accesscanberra.act.gov.au](http://www.accesscanberra.act.gov.au)

**ACT Government**

# VULNERABLE ROAD USERS

**From 29 August 2016 a new driver competency applies relating to vulnerable road users.**

160950



# Monitoring & Evaluation

The fifth priority area of the National Cycling Strategy is the improvement of efforts to monitor and evaluate cycling programs as well as the development of a national decision-making process for investment in cycling projects. A key component of this strategy is to monitor the progress of the National Cycling Strategy against the goal of doubling cycling participation over the life of the Strategy.

The Australian Bicycle Council conducted the National Cycling Participation Survey in 2011, 2013 and 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. The National Cycling Participation Survey will again be conducted in 2017.

During 2015, the Australian Transport Assessment and Planning guidelines were published, providing tools for the evaluation of active transport projects, Active Healthy Kids Australia published a report card on physical activity in children.

### Commonwealth Department of Infrastructure and Regional Development *Australian Infrastructure Statistics – Yearbook 2016*

This report was delivered by the Bureau of Infrastructure, Transport and Regional Economics in 2016. 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 road-related expenditure by Government was \$23.5 billion. With a total of 18.4 million motor vehicles (in 2016) and 16.9 million license-holders in Australia (as at June 2015), road-related expenditure is approximately \$1390 per license holder.

In addition, Governments spent \$9.4 billion on rail-related transport in 2014-15. Combined spending on road and rail in 2014-15 was \$32.9 billion, or approximately \$1380 per Australian resident.










Caloundra South, Queensland  
Photo courtesy of Queensland TMR

## Australian Transport Assessment and Planning (ATAP) Guidelines

The Australian Transport Assessment and Planning (ATAP) Guidelines outline best practice for transport planning and assessment in Australia.

Section 4 provides a broad overview of modelling and demand forecasting as they apply to active travel. The guidelines pay particular attention to the following costs and benefits that apply to active travel:

-  Improved health outcomes: The physical activity generated by active travel reduces the risk of premature illness and death and also reduces related health costs.
-  Reduced congestion: Active travel can reduce road congestion, resulting in lower costs to remaining road users.
-  Changes in safety risk: Active travellers may encounter higher crash risk in switching from motorised modes to active travel.
-  Changes in travel time: Whether active travellers save time will be a function of trip distance, departure time and route in the base and project cases. In some circumstances at the trip distances that are popular for active travellers, they may sometimes achieve a time saving in switching to active travel.
-  Changes in public transport fares and private vehicle parking and operating costs.



The Guidelines cover the derivation of these costs/benefits and contain suggested parameter values. Appropriate application of the “rule of the half”, which is particularly relevant to health benefits, is also addressed.

Other relevant benefit categories that have more general application - including private vehicle operating costs, public transport costs, parking and environmental costs - are addressed briefly, but the main coverage of these benefits is contained in other parts of the Guidelines.

This mode-specific guidance refers readers to other relevant parts of the ATAP Guidelines. Issues that are common to transport appraisal generally, such as treatment of capital and operating costs, discount rates and initiative life, are also addressed in detail elsewhere in the Guidelines.

## Active Healthy Kids Australia - 2016 Report Card

### *Physical Literacy: Do our kids have all the tools?*

Active Healthy Kids Australia (AHKA) is a collaboration among Australian children's physical activity and health researchers. In 2016, AHKA published *Physical Literacy: Do our kids have all the tools?* which aims to:

- ☀ encourage all Australians to make changes in their lives to promote, facilitate and model positive lifestyle behaviours of increased physical activity participation and reduced sedentary behaviours among the children and young people of today and tomorrow;
- ☀ inform policy changes and decision-making across various sectors with the aim of increasing physical activity participation; and
- ☀ highlight where more research is needed to better understand the physical activity of Australian children and young people.

The report gave a grade of D- for overall physical activity levels, stating that: *"in comparison to 2014 there is no evidence to suggest that Australia is performing any better (or worse) for Overall Physical Activity Levels, even when new national data were considered. The majority of Australian children and young people aged 5–17 years are not meeting the daily Australian physical activity guidelines, however younger children aged 2–4 years are doing reasonably well."*

The report gave a grade of C- to active transport, stating that *"Less than half of Australian primary and secondary school children report using active transport as their usual mode for getting to and/or from school."*

The key findings in the report included:

- ☀ National data indicate that 43% of secondary school students aged 12–17 years usually travel to and/or from school using active transport.
- ☀ State/territory-based data report that 19–53% of primary school students usually travel to and/or from school using active transport.
- ☀ State/territory-based data indicate that 26–45% of secondary school students usually use travel to and/or from school using active transport.
- ☀ National data indicate that Australian children and young people aged 5–17 years spend an average of 18 minutes per day using active transport to various destinations, and this time increases as children get older (5–8 years, 13 minutes; 9–11 years, 18 minutes; 12–14 years, 20 minutes; and 15–17 years, 24 minutes).

The report recommends specific changes to the road rules to enhance the safety of people walking and cycling. These changes are:



- ☀ introducing laws that permit people of all ages to cycle on footpaths.
- ☀ introducing laws that requiring drivers to remain at a safe distance when passing a cyclist.

The report also recommends that we work hard to equip young people with the 'tools' they need to safely, competently and confidently become active commuters to various destinations. This acquisition of 'tools' needs to start from the early years through adolescence.

The report recommends that we collect the following data to help in policy decision-making:

- ☀ *Population-representative data regarding active transport use to destinations other than school is needed in order to better understand this behaviour.*
- ☀ *More research examining the extent to which children and young people engage in active transport, when incorporated into a journey with public transport, is needed. Public transport provides families with an alternative when active commuting the entire way is not possible.*
- ☀ *The distance children and young people (and their families) are willing to travel using active transport is an important question that needs to be answered, given that distance is one of the biggest barriers to active transport use.*



Bowen Place Underpass, ACT  
Photo courtesy of Tony Arnold

## Key Theme: *Bicycle Counter Innovation*

Meaningful information on bicycle use is usually fairly difficult to collect. The National Cycling Participation Survey is conducted every two years and provides general participation rates for simple demographics such as age and gender, however, this survey does not provide information about the routes used for cycling.

While it is not difficult to install permanent counters on the most heavily used thoroughfares, it is expensive to collect information on all the many routes used by riders. Riders travelling between two points may choose quite different routes and may even choose different options on the same street, with some riders being confident on-road and others preferring to use shared paths or other separated facilities.

Permanent counters tend to be placed on major cycling thoroughfares such as bridges and high capacity cycleways. This is a sensible strategy that captures the greatest number of riders, however, this approach is unlikely to capture short local trips that are less likely to join major cycleways or cross into different localities.

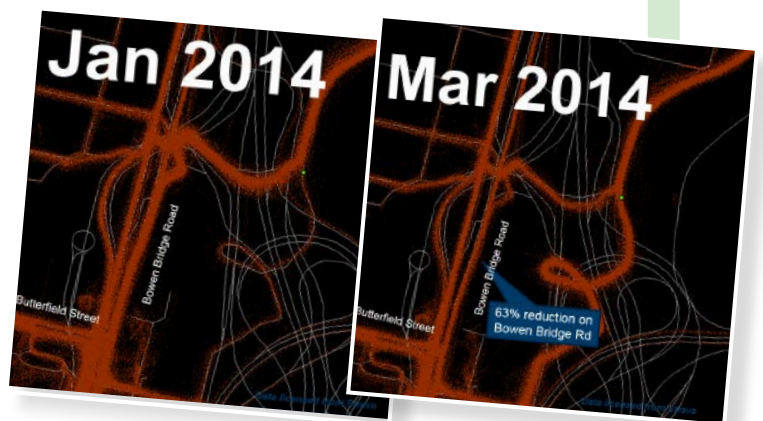
With the development of smart-phone technology and services such as GPS tracking, online maps and mobile apps, it is becoming easier to understand the movement of riders and to therefore better understand the utilisation of bicycle infrastructure. In 2016, Australian jurisdictions have sought to utilise the latest technology to improve transport planning decisions and best meet the needs of riders.

### Queensland: *Strava*

The Queensland Government used Strava data to supplement the fairly limited array of available cycling participation data.

It was found that this data was useful for the analysis of: route choice (at high volume sites), network usage, time-of-day usage, wayfinding, focal point mapping and cycleway asset inventory.

The data was not found to be useful for the analysis of: low traffic volume sites, year-to-year growth, site-specific traffic volume comparisons, sub-metre accurate routes (cyclist on footpath or road), system-wide scale-up and intersection turning movements (especially at slip lanes).



## Western Australia: *Permanent Counters*

In 2016, the WA Government commissioned research to provide an implementation plan for the future rollout of permanent bicycle counters in Western Australia. The plan's scope included identifying prospective sites for the installation of counters, both on existing and proposed roads and off-road paths.

Perth's cycle network is monitored using 34 permanent bicycle counters located primarily on Principal Shared Paths (PSPs) and Recreational Shared Paths (RSPs) in the Perth Metropolitan Area. These counters provide an accurate, continuous count of bicycle riders at each of the counter locations. The counters have been installed progressively since mid-2008 as the network has developed. While the counters provide an accurate picture of cycling at the counter sites there are numerous cycling routes that are not captured in the current counter network.

The implementation plan recommended the addition of up to 27 counters to deliver the following outcomes:

- complete a cordon around the Perth CBD (i.e. on-street network in Northbridge);
- establish a Fremantle CBD cordon;
- add counters to the existing PSP/RSP network where there are gaps; and
- add counters to recently completed, under construction or proposed PSP/RSPs.



## Australian Capital Territory: *Cordon Count Canberra*

The ACT Government is seeking to understand the travel behaviour of those who walk and cycle with a special project aimed at collecting and assessing data on walking and cycling. Phase 1 of the project has been completed with the development of an electronic application called "Cordon Count Canberra".

In Phase 2 of the project, the application has been revised to include the option for "intercept" survey questions to allow for deeper analysis of participation in Active Travel. The application is available across all mobile devices. Phase 2 of the application was trialed during the annual cordon count in February/March 2016. Due to the high number of cyclists and pedestrians at the counting locations, the new intercept feature was not used by most counters. However the added feature has been extensively tested and can be implemented in other counting situations. Phase 3 of this project is now being progressed with a data storage centre being developed.





6

# Guidance & Best Practice

## The sixth priority area of the National Cycling Strategy is to support the development of nationally-consistent guidance that enables stakeholders to use and share best practice across jurisdictions. This work will be supported through engagement with local government, continual monitoring of cycling policy issues and the publication of case studies that illustrate best-practice.

In 2016, Austroads published a research report on bicycle parking facilities and a report outlining the changes to be made to the Austroads Guide to Traffic Management Part 11: Parking to accommodate bicycles. Queensland TMR published several fact sheets to assist staff involved in road works operations to accommodate bicycles.

Several jurisdictions published supplementary guidance (to be read in conjunction with Austroads Guides) on infrastructure design that provide greater safety and amenity for people riding bicycles. There was also a tendency to leverage international expertise both in the design of infrastructure and also in the delivery of encouragement programs such as Cycling Without Age.

### Queensland TMR: Fact Sheets for Road Works

Queensland TMR developed several fact sheets to provide guidance for staff involved in road works operations for the provision of appropriate treatments for pedestrians and cyclists.

This guidance dealt with common mistakes (such as placing road works signs on bicycle lanes) and provided appropriate advice to improve standard practices.





The Commons, Brunswick  
Photo courtesy of Sara Stace

## Key Theme: *Bicycle Parking Facilities Guidance*

Following the update of the Australian Standard for Bicycle Parking (AS2890.3) in 2015, Austroads has sought to update related guidance on bicycle parking facilities. This was achieved by producing a Research Report titled *Bicycle Parking Facilities: Guidelines for Design and Installation* and by reviewing the *Guide to Traffic Management Part 11: Parking*.

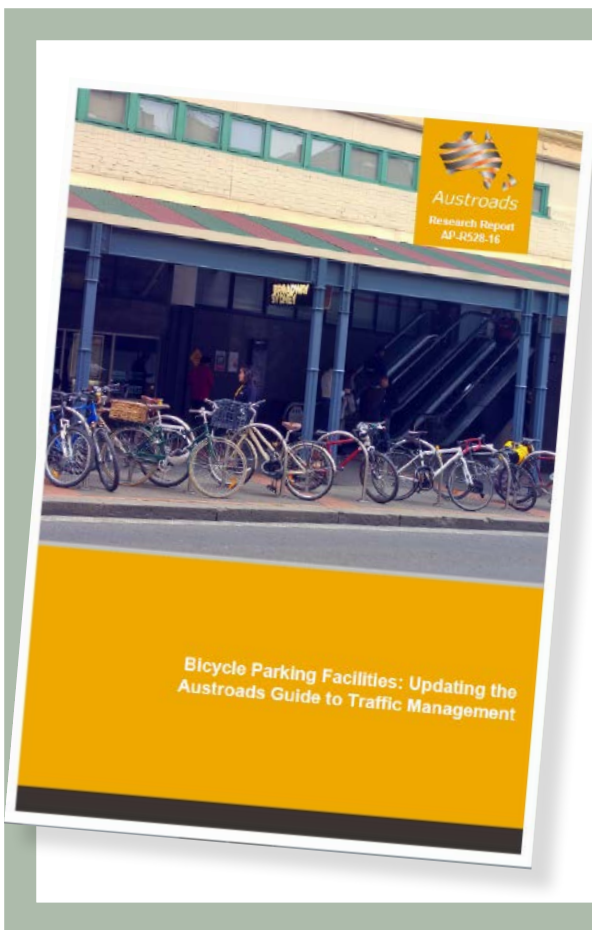
These publications supplement the Australian Standard and assist practitioners to plan, deliver, operate and maintain bicycle parking facilities. In particular, the research report shown below provides comprehensive information not covered elsewhere regarding end-of-trip facilities.



### Austroads: *Bicycle Parking Facilities: Guidelines for Design and Installation*

This report provides information to assist in the design and installation of bicycle parking and end-of-trip facilities that are fit for purpose. The report provides recommendations, principles and examples of best-practice facility design. It also highlights common mistakes and suggests ways to improve flawed designs.

The report expands on and complements information that is provided in the Australian Bicycle Parking Standard AS2980.3 and in the Austroads *Guide to Traffic Management Part 11: Parking*.



## Austroads: *Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management*

This report provides recommended content for inclusion in the Austroads Guide to Traffic Management Part 11: Parking. This material was prepared to ensure that updates to the Australian Standard for Bicycle Parking Facilities (AS2890.3) was adopted in the Austroads Guides.

This content guides the design of bicycle parking facilities and helps identify appropriate provisions of bicycle parking and end-of-trip facilities.

Providing bicycle parking in accordance with the principles outlined in this report, can encourage bicycle use and the more efficient use of high-value urban space.



## Austroads: *Guide to Traffic Management Part 11: Parking*

This report is concerned with the parking management process for all road users. It provides guidance for planners and engineers to ensure that parking is provided in a safe and efficient manner and with due regard to considerations of access to and the impact on the wider road and transport system.

Part 11 presents guidelines for determining the demand for and supply of parking and it provides a parking policy framework – how the demand should be addressed. The implementation of on-street and off-street parking for all road users including parking controls in urban centres is addressed as is parking on rural roads and at park-and-ride facilities. Finally electronic parking guidance systems and signs are also described.



Majura Parkway Cycleway, ACT  
Photo courtesy of Tony Arnold

## Key Theme: *Supplementary Guidance to Improve Safety and Amenity*

One of the key barriers to cycling uptake is a fear of motor vehicle traffic. Paths that provide a physical barrier (such as a kerb or a row of parked cars) between riders and motor vehicle traffic feel safer and encourage people to cycle, particularly those who are less experienced.

While physically-separated bicycle paths encourage people to ride bicycles, they also raise a number of challenges. The first of these challenges is that physical separation requires more space. This space can sometimes be reclaimed from existing on-road bicycle lanes and sometimes requires the removal of car parking, travel lanes or road-related area.

The second of these challenges is the increased conflict that can arise at driveways and intersections. If physically-separated paths are poorly designed, it can lead to additional delays for bicycles and a reduction in safety. The guides in this section provide engineering specifications for the design of:

- ☀ shared paths and physically-separated bicycle paths
- ☀ traffic-calmed local streets.
- ☀ roundabouts accommodating bicycles and pedestrians.

### Western Australia: *Shared Path Guidelines*

This document is intended to form a concise and comprehensive guideline that assists Local Governments in developing best practice design of shared path projects in general, and under the Perth Bicycle Network (PBN) and Regional Bicycle Network (RBN) grant schemes. This Guide will assist the development of safer, more consistent pathways and outcomes for shared path users.

This Guide focuses on how to design and construct high-quality shared path facilities, rather than on comparing shared paths with other design solutions (e.g. on-road treatments). This Guide provides a convenient and practical reference for different practitioners of varying levels of experience.



## Victoria: *Design Guidance for Strategically Important Cycling Corridors*

This document, Design Guidance for Strategically Important Cycling Corridors, aims to assist practitioners in finding standards and guidelines relating to the implementation and design of strategically important cycling corridors.

Strategically important cycling corridors are a subset of the Principal Bicycle Network (PBN) and are intended to provide:

- a long-term vision for a network of safe, direct and high quality cycling corridors connecting activity centres, public transport hubs and other key locations.
- a step-change in cycling facilities to encourage cycling of all ages and abilities – using a combination of high quality a) off-road paths, b) on-road separated bike lanes and c) traffic-calmed local streets.
- a focused planning and investment effort along these key corridors.



## Victoria: *Guidance on Bicycle and Pedestrian Treatments at Roundabouts*

The guidance provided in this document aims to address the issues surrounding the movement of pedestrians and cyclists at a roundabout.

This report aims to provide guidance on the possible treatments that can be applied to improve the safety of cyclists and pedestrians at new and existing roundabouts.

The treatments are classified as follows:

- Elimination treatments – these treatments virtually eliminate the risk of collision between motor vehicles and cyclists / pedestrians within a roundabout.
- Reduction treatments – these treatments reduce the risk of collision between motor vehicles and cyclists / pedestrians within a roundabout.
- Supporting treatments – these treatments enhance the safety benefits already provided by the 'elimination' and 'reduction' treatments. Multiple 'supporting' treatments may be used to improve cyclist and pedestrian safety on the approach and through the roundabout.



## Key Theme: Leveraging International Expertise

Australian jurisdictions acknowledge that international expertise is a valuable source of inspiration and education. European countries such as The Netherlands and Denmark offer a benchmark for cycling culture, with the highest cycling participation rates in the world and exceptionally safe streets.

The design practices of The Netherlands and Denmark, particularly for separated cycling facilities, have been increasingly adopted as best practice. In addition to technical expertise, these countries provide inspiration for programs such as Cycling Without Age (next page) that help to establish cycling as an important and regular part of the lives of all.



### Western Australia: Safe Active Streets

In March 2015, a Cycling Imagineering Workshop and a Ministerial Roundtable Dinner with two Dutch Transport Planners was held. The aim was to explore innovative options to provide a safe and connected cycling network for people of all ages in Perth and regional towns. A key outcome of the workshop and roundtable discussion was a new allocation of \$3 million for demonstration bicycle boulevards as part of a Safe Active Streets Program. This has since been expanded to a \$9 million program over three years.

Based on the European and North American concept of a bicycle boulevard, a Safe Active Street is a low volume local street where speed limits are reduced to 30km/h and bicycles are given right of way. Some Safe Active Streets may be different to others, but the aims are the same.

Three demonstration projects were developed in 2015/16, with construction commencing in 2016/17. This has led to new principles being developed that can have application across Australia.

The first project (Shakespeare Street) was considered one of the best locations for a bike boulevard as it is within a very large catchment area and will provide an alternative to the Principal Shared Path (PSP) along the Mitchell Freeway. Shakespeare Street is also a Perth Bicycle Network local bike route that bike riders already use. Stage one of the Shakespeare Street Bicycle Boulevard was officially opened on 4 December 2016 by Hon Bill Marmion, Minister for Transport. Seven other boulevards are in the planning stage and a National Workshop will be run in Perth in March 2017.

### Cycling Influentials Tour

The Cycling Promotion Fund, with the Kingdom of the Netherlands, has delivered a study tour of the Netherlands for several years during the current National Cycling Strategy.

The aim of the Netherlands Influentials study tour is to increase awareness and knowledge of possibilities, create linkages and networks of leaders, and to remove barriers to implementing a sustainable transport cycling culture by immersion in the world's best cycling nation.

Some key findings from the study tour are as follows:

- 🌿 Australia has some outstanding planners and designers who have the skills to design great mobility—they just need permission to do it
- 🌿 Solutions take leadership—we struggle in Australia to find leaders willing to make the critical decisions necessary to improve mobility for all members of the community.
- 🌿 Networking is critical—the relationships created through immersing like-minded people together are an unrealised opportunity to support change.
- 🌿 It is only through the leadership of people such as the participants on this study tour will we achieve the transport system we need for a liveable, sustainable community and to realise our potential economic growth.





Photo courtesy of  
Cycling Without Age

## *ACT: Cycling Without Age*

The Australian launch of Cycling Without Age took place in the ACT on 30 November 2016. This program commenced in Denmark in 2012, where now more than 3,000 pilot riders pedal elderly passengers to parks and cafes in electric assist trishaws, to help them reconnect with the community.

The program has been introduced in 27 countries across the world, with around 200 chapters across those countries currently in operation. Pedal Power ACT received a grant from the IRT Foundation for the purchase of two trishaws and to introduce the program to the ACT. This initiative is the first Australian chapter for the program. The program has been introduced through the IRT Kangara Waters Lifestyle and Care facility in Belconnen, ACT. Volunteer riders visit the facility on a regular basis and allow elderly residents to visit local services, community centres and other nearby destinations. Sydney, Melbourne and other Australian Chapters will commence in 2017.



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