

# **The Australian National Cycling Strategy 2005 - 2010**

Final Draft Strategy – from ABC

14 October 2005

## Foreword

The Australian Transport Council (ATC) is a ministerial forum for Commonwealth, state and territory consultations and provides advice to governments on the coordination and integration of all transport and road policy issues at a national level. This strategy has been considered and endorsed by ATC.

Over recent years, Australia has seen a significant growth in bicycle ownership and use. Australians are becoming increasingly aware of the convenience, enjoyment and widespread health and environmental benefits of cycling and as a result, initiatives to promote and increase this activity have been incorporated into many government agency programs within the portfolios of Health, Roads and Transport, Education, Environment, Tourism, Sport and Local Government.

*Australia Cycling: The National Strategy 1999-2004* played a significant role in raising the profile of cycling in Australia. To continue to move forward it was essential that this Strategy be reviewed and renewed.

The *National Cycling Strategy 2005 – 2010* has been developed as a coordinating framework identifying responsibilities that lie with the various governments of all levels, community and industry stakeholders to encourage and facilitate increased cycling in Australia. It sets out actions, with targets, timeframes and resources that will ensure the continued growth of this important component of Australia's transport system.

The *National Cycling Strategy 2005-2010* will enhance the well being of Australians by further increasing cycling.

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## Vision and Priorities

The vision for the National Cycling Strategy is:

***More cycling, to enhance the well-being of all Australians***

Specifically through:

- ***Increasing participation in cycling***
- ***Improving safety for cyclists***

The priorities for the Strategy are:

- **Improving coordination of activities relevant to increased cycling in the appropriate portfolios of Australian, state, territory and local governments**
- **Including cycling as an essential component in integrated transport and land use planning in all spheres of government**
- **Creating infrastructure and facilities that support increased cycling**
- **Enabling and encouraging safe cycling**
- **Providing leadership and developing partnerships to support and promote cycling in Australia**
- **Developing the skills needed to undertake actions that will increase cycling**

# 1. Background

This National Cycling Strategy has been prepared following review and renewal of *Australia Cycling: The National Strategy 1999-2004*.

The renewal process has been guided by stakeholders from the community, non-government cycling organisations, bicycle industry and Austroads, (the association of Australian and New Zealand road transport and traffic authorities which includes state and territory road agencies, the Commonwealth Department of Transport and Regional Services, the Australian Local Government Association and Transit New Zealand); and other government agencies.

Together, representatives of these stakeholders constitute the Australian Bicycle Council (ABC), established in 1999 to oversee the implementation of *Australia Cycling: The National Strategy 1999-2004*. In developing this new Strategy the ABC's focus has been on identifying and promoting best practice in a range of outcomes affecting cycling. The result is a Strategy that will coordinate the resources of the three spheres of government in undertaking actions – across the areas of transport, planning, environment, health, sport and recreation and tourism – to increase cycling in Australia.

## 1.1 Development and consultation

There has been a five stage consultation process undertaken to develop the Strategy.

The first stage was discussions with executive level stakeholders to establish their expectations.

The second stage involved obtaining feedback from those people in government agencies who had been involved in implementing the previous Strategy to gain an understanding of its successes and failures.

The third stage consisted of stakeholder workshops conducted in each state and territory. Each workshop consisted of 20 to 25 invited stakeholders. The purpose was to get ideas on the content and implementation of the new Strategy.

The fourth stage was aimed at obtaining feedback on the draft outline of the new Strategy. The draft outline was exhibited and response gathered through a web-based survey over a period of approximately six weeks.

The fifth and final stage involved inviting public submissions on the draft National Cycling Strategy. The draft Strategy was placed on the ABC website and interested parties were invited to comment and appraise the draft. Over five weeks were allowed for comments to be made with more than 300 responses being received. These helped shape the Strategy with particular emphasis placed on: identifying the resources associated with each proposed action; establishing a clear target for each action; strengthening the monitoring and reporting arrangements; and improving the clarity of some actions.

## 1.2 Resourcing the Strategy

Consultation during the development of the Strategy indicated the importance of the commitment of resources to the Strategy. Many respondents to the draft Strategy seemed unaware of the substantial level of resources already going into cycling facilities and programmes by all three spheres of government. A detailed calculation of resources has not been undertaken. It is difficult to make a precise determination because of the substantial commitment by a large number of local councils, as well as state and territory road authorities; significant amounts associated with major infrastructure projects which vary from year to year and between jurisdictions; and the multi purpose nature of some cycle related expenditure. However, taking all these into consideration it is estimated that all three spheres of government in Australia are currently spending something in the order of \$100 million a year on cycling infrastructure and facilities, coordination and planning, road safety for cyclists and cycling promotion and education. To put this in some context the annual expenditure on new road infrastructure is in excess on \$5 billion.<sup>1</sup>

The purpose of this Strategy is not to determine a schedule for the future allocation of these funds. Those decisions are made by individual governments and stakeholder organisations. The Strategy seeks to coordinate the activities of the various governments and other stakeholders and provide a framework for collaboration and sharing best practice to make the most of the available funds. It is a collaborative approach not a directive approach. The Strategy seeks to utilise existing programs and resources for many of its proposed actions.

## 2. Why an Australian National Cycling Strategy is Important

### 2.1 The Role of the National Cycling Strategy

The role of the National Cycling Strategy is to facilitate increased cycling in Australia by developing strategies and actions to focus and coordinate the efforts of the three spheres of government towards a set of common goals.

In doing this, it aims to address actions that currently fall between the different tiers of responsibility as well as developing efficiencies and minimising duplication in activities while working towards these goals.

The National Cycling Strategy is an *agreement to collaborate*, rather than a prescription as to what any one jurisdiction or sphere of government should do. It aims to establish strategies for increasing cycling across the transport, planning, environment, health, sport and recreation and tourism portfolios.

The approach taken will make it possible for agencies to minimise the duplication of initiatives and maximise efforts to reach common goals - and for the Strategy to be supported by programs that cross portfolio boundaries. Such opportunities include Travelsmart, greenhouse gas abatement, health and fitness, and road safety programs.

Embodying ABC members' agreement to collaborate, rather than a prescription as to what any one sphere of government should do, the Strategy leaves it to Australian, state, territory and local governments to decide what targets they will establish for increased cycling and related benchmarks within their jurisdiction. The Strategy focuses on establishing targets for the identified actions arising from a collaborative approach.

The renewed National Cycling Strategy covers the period from 2005 to 2010. It is intended that ABC members will review and renew this document towards the end of that period.

*The National Cycling Strategy will promote the integration of and commitment to actions to increase cycling in Australia, undertaken by the Transport, Planning, Environment, Health, Education, Sport and Recreation and Tourism portfolios at the Australian, state, territory and local government spheres.*

### 2.2 More Cycling Will Have Multiple Benefits

Australia currently faces a multitude of transport, health and environmental challenges. There is a need to:

- ▶ Provide for the safe, affordable and enjoyable movement of people and goods;
- ▶ Reduce the environmental and health impacts of transport, for instance by reducing motor vehicle tailpipe (including greenhouse gas) and noise emissions;
- ▶ Increase physical activity by Australian people; and
- ▶ Combat rising traffic congestion, which is increasing travel times and industry costs.

In order to meet these needs, we need to:

- ▶ Reduce our dependence on the private motor vehicle; and
- ▶ Increase the use of “active transport” (walking, cycling and public transport); by
- ▶ Providing a transport system that offers attractive choices for travel other than by the private vehicle – including cycling.

The many benefits for Australia of increased cycling are outlined below.

## Health

Increased cycling will add to Australians’ physical activity, improving individuals’ health and reducing costs to the health system. In 2000, 54% of Australians were insufficiently active to achieve a health benefit<sup>2,3</sup>.

Regular physical activity protects against premature death and injury, reducing the risk of cardiovascular disease, high blood pressure, type-2 diabetes, excess weight, obesity and several cancers. Physical activity can help to improve mental health by reducing anxiety and depression. Physical activity has been described as “today’s best buy in public health”<sup>4</sup>, and it addresses six of the seven national health priority areas<sup>5</sup> endorsed by Australian Health ministers.

## Environment

*Australia State of the Environment 2001*<sup>6</sup> identified “increased transport use” as one of the key issues facing Australian cities and towns. The high level of motor vehicle use in Australia means that the transport sector accounted for 13 per cent of Australia’s total greenhouse gas emissions in 2002<sup>7</sup>. Emissions from transport are also the fastest growing source of greenhouse gas emissions in Australia, with emissions from the transport sector estimated to rise by 42 per cent between 1990 and 2010<sup>8</sup>.

In urban areas motor vehicles are the main source of air pollution including oxides of nitrogen, volatile organic compounds, carbon dioxide and particulates. A range of other environmental problems are associated with excessive motor vehicle use, including the proportion of land (and subsequent loss of biodiversity) required for a car-based transport system, increased stormwater pollution due to an increased area of paved land, and increased environmental noise. Cycling provides a viable and sustainable alternative to a proportion of car travel.

In 1999, ministers responsible for health, environment and transport from 54 European countries adopted the *World Health Organization (WHO Europe) Charter on Transport, Environment and Health*<sup>9</sup>. The charter recognises that: “Policies on transport, environment and health need to be better coordinated, with a view to integrating them. The potential conflicts between transport and environment and health policies will increase at all levels unless effective action is taken now.” The charter emphasises “the urgent need to take the next step in adding value to efforts to achieve sustainable development in transport, by fully integrating health requirements and involving environment and health authorities in decision-making on transport, land use and infrastructure policies at transnational, national, subnational and local levels”.

## Transport and economics

It makes good economic sense to encourage more cycling. The Norwegian Institute of Transport Economics calculated that investments in a continuous cycle path network in three towns would yield a net benefit of over three times the cost<sup>10</sup>. It is estimated that the cost savings to society of substituting bicycle trips for short car trips can be of the order of 60c/km<sup>11</sup>. Social cost savings are realised in a variety of other areas, including reductions in the cost of providing parking, environmental pollution, traffic accidents and road congestion.

In the long term, the existence of a substantial cycling infrastructure in Australian towns and cities - and a well-developed cycling culture - will be of great value to communities facing the reality of pressure on global oil supplies. As well as environmental gains, any progressive reduction of Australia's reliance on imported fossil fuels will have economic benefits for the nation.

Cycling can bring significant benefits to the public transport network by increasing the patronage catchment of bus, tram, rail and ferry interchanges.

The European Community<sup>12</sup> notes that, on the basis of a typical journey time of 10 minutes to get to public transport, cycling rather than walking increases 15-fold the catchment area for public transport services.

Mode	Average speed	Distance covered in 10 minutes	Catchment area
Walk	5km/h	0.8km	2km <sup>2</sup>
Bike	20km/h	3.2km	32km <sup>2</sup>

## More liveable cities

Cycling is an essential element of a sustainable transport system and more liveable cities. The bicycle offers a non-polluting and silent means of transport that minimises the use of space both in motion and when parked. Bicycles cause insignificant levels of road trauma compared to motor vehicles and cycling improves access and sociability within communities. A significant proportion of car trips in Australia's largest cities are less than 5km long. In many cases, these trips could easily be undertaken by bicycle – given appropriate changes in community attitudes and the travel environment.

## Social equity

Cycling provides a low-cost, healthy form of transport, particularly for young people without a driving license or without access to a car. It also complements the public transport system, providing multi-modal journey options for longer trips and therefore increasing catchments.

A surprisingly large proportion of households in Australia do not have access to a vehicle. This can be due to a range of reasons including age, cost, poor health, environmental beliefs or ineligibility for a licence. Cycling provides an alternative travel option.

State / territory	% Households with no vehicle*
NSW	9.1%
VIC	6.7%
QLD	7%
SA	7.6%
WA	5.8%
TAS	7.4%
NT	11%
ACT	5.8%
<b>Australia</b>	<b>7.6%</b>

ABS 2001<sup>13</sup>. \*Note: vehicle = motor vehicle / motorcycle / motor scooter

And, finally, cyclists do not just save money by cycling more – they also save time. Firstly, cycling for transport is a time-effective way of getting exercise while travelling. Secondly, cyclists may literally save transport time. When travel time is measured from door to door for short-distance trips up to 5km long on a congested urban road network, bicycles can generally be faster than any other mode of travel. A graph showing this finding, from a European study, is shown in Figure 1<sup>14</sup>.



Figure 1 — Journey time against distance by mode in the urban environment

## 2.3 Cycling Is Increasing in Importance in Australia

Since the publication of *Australia Cycling: The National Strategy 1999-2004* there has been significant evolution and elevation of cycling in Australia's social and political landscape.

Of the six states and two territories, three have cycling strategies:

- ▶ Western Australia – *Bike Ahead: Bicycle Strategy for the 21st Century* (1995)
- ▶ New South Wales – *Action for Bikes: Bike Plan 2010* (1999)
- ▶ Queensland - *Queensland Cycle Strategy* (2003)

The National Cycling Strategy will provide an impetus for the development of new or renewed state and territory cycling strategies.

A number of changes have further heightened the importance of increasing cycling and the need for a renewed National Cycling Strategy. Some of these changes are summarised below:

- ▶ There is an increased awareness of the importance of an active lifestyle and of the role of active transport (such as cycling) in increasing physical activity.
- ▶ There have been significant increases in support for the National Cycling Strategy, and funding for cycling by state, territory and local government – of the six states and two territories, three now have a specific cycling Strategy. An increasing number of local governments now have cycling strategies also, and many are actively providing bicycle networks and implementing initiatives to encourage more cycling in local communities. The requirement to provide facilities for cyclists is included in many state and territory planning instruments.
- ▶ The widespread benefits of cycling are now widely recognised. Initiatives to promote cycling are part of the program of many government agencies including the Health, Roads and Transport, Education, Environment, Tourism, Sport and Local Government portfolios.
- ▶ Bicycle networks have expanded significantly and continue to grow. The quality, safety and attractiveness of cycling infrastructure have been improved as a result of improved design guidelines, and the effectiveness of urban planning and design in encouraging cycling has increased in many places.
- ▶ Participation in cycling, including recreational mountain biking, has increased in many areas of Australia, although cycling to work has decreased in parts of some cities where car use is rapidly rising.
- ▶ All spheres of government in Australia, with the bicycle industry and community groups, are actively promoting cycling nationwide, resulting in greater acceptance of cycling in the community. Many states and territories run “Share the Road” campaigns to raise motorists’ awareness of cyclists’ needs.
- ▶ There is an increased focus on cycling education and training in many states and territories, with safe cycling courses now available for primary school children, along with technical courses for practitioners on planning and designing cycling facilities. Information relating to cycling is now freely available through the Australian Bicycle Council (ABC) and member agencies’ websites.

- There is a wide research program on cycling issues across Australia, and a cycling information package has been developed to help tertiary education institutions introduce cycling to their own curriculum and research programs for students of engineering, planning and other disciplines.
- The introduction of common Australian Road Rules in 1999 means that most rules relating to cycling are consistent across the nation. Bike Patrol Police Officers are now active in several states and territories, and the first permanent Bike Patrol Academy has been established by the NSW Police Service in Goulburn, NSW.

*Australia Cycling: The National Strategy 1999-2004*, and the ABC, have played a major role in raising the profile of cycling – by regularly bringing stakeholders together, by completing actions and projects from *Australia Cycling*, by providing advice to Austroads, by offering a national networking forum, and by developing the ABC website. The renewed National Cycling Strategy comes at a critical moment for all three spheres of government. It signals the potential for, and supports, a new direction in the approach to providing accessibility and mobility for Australians.

There has been a steady increase in the number of bicycles imported into Australia each year with a 33% increase between 1995/96 and 2002/03.

The rates of bicycle ownership and use differ between states.

<b>State</b>	<b>Bicycle Ownership (bikes per person)</b>	<b>Proportion of Population who cycle on the average day</b>
Sydney	0.29	1.0%
Melbourne	0.37	2.1%
Queensland	0.45	3.0%
Perth	0.59	4.0%
Adelaide	0.42	1.7%
Hobart	0.61	NA
Canberra	0.65	3.1%
Northern Territory	NA	NA

Source: Australian Bicycle Council, 2004<sup>15</sup>.

There has been a steady increase in the number of bicycles imported into Australia each year over the last five years, with over 5 million bicycles sold since 2000. This has seen Australian bicycle sales significantly outstrip the sale of motor vehicles.

<b>Year</b>	<b>Bicycle sales<sup>16</sup></b>	<b>Motor vehicle sales<sup>17</sup></b>	<b>Bicycle sales' lead</b>
2000	926,924	787,100	+17%
2001	774,938	772,681	+0.3%
2002	1,109,736	824,309	+34%
2003	1,003,844	909,811	+10%
2004	1,247,991	955,229	+30%

Sources: Bicycle Industries Australia<sup>16</sup>

Federal Chamber of Automotive Industries<sup>17</sup>

There has been a recent upward trend in cycling by Australians 15 years and over, in most parts of the nation. In addition to this, in 2003 nearly two-thirds of Australian children aged between five and 14 participated in cycling.

<b>State / territory</b>	<b>Adult Participation 2001<sup>17</sup></b>	<b>Adult Participation 2002<sup>17</sup></b>	<b>Adult Participation 2003<sup>17</sup></b>	<b>Children Participation 2003<sup>18</sup></b>
ACT	14.8%	15.5%	17.3%	63.4%
NSW	7.9%	8.3%	7.7%	59.4%
NT	15.3%	14.9%	16.3%	69.3%
QLD	8.4%	8.5%	9.3%	65.2%
SA	8.5%	8.9%	9.7%	61.4%
TAS	6.8%	8.2%	9.7%	65.7%
VIC	12.1%	9.6%	10.3%	62.2%
WA	10.7%	12.10%	11.0%	63.9%

Exercise, Recreation and Sport Survey<sup>18</sup>

ABS<sup>19</sup>

## 2.4 International Trends towards National Support for Cycling

A recent report by the European Conference of Ministers of Transport on *National Policies to Promote Cycling*<sup>20</sup> summarised findings from a study of 21 countries and seven municipalities on developing and implementing policies and measures to promote cycling as a means of travel. The report states that:

*While regional and local authorities bear the primary responsibility for detailed planning and implementation of cycling policies, national-level commitment is important in setting the right legal, regulatory and financial framework so that successful implementation of cycling initiatives can take place (p10).*

The report found that an increasing number of countries are developing national cycling strategies, plans and policies. Of the 21 countries studied, 14 cited the existence of a national plan in some form.

The Netherlands provides an interesting example of what can be achieved through a national commitment to cycling. In the late 1960s and early 1970s, the Dutch Government became increasingly aware of the issues of congestion, oil dependence and pollution. As a result, since 1973 national transport policy in the Netherlands has focused on limiting the increase in travel demand and reducing car use. A national target to reduce growth in car use has been in place since 1980. In 1976 the Dutch Ministry of Transport established two contribution regulations whereby the national government would provide (a) 80% of construction costs for city bicycle facilities and (b) 50% of construction costs for bicycle facilities along secondary and minor roads. The Dutch Bicycle Master Plan was published by the Ministry of Transport, Public Works and Water Management in 1991. As a result of these and other initiatives, 28% of trips are now made by bicycle in the Netherlands.

In general, those countries with dedicated funding and an implementation plan have achieved the greatest changes for cycling.

### 3. Challenges and Opportunities

There is a range of barriers to realising the benefits of increased cycling. These include institutional impediments within government agencies and local government and attitudes of the broader non-cycling public. However, cycling offers an obvious and cost-effective solution to problems such as road congestion; obesity (especially among the young); and environmental concerns.

Promoting cycling has also been seen by some as supporting a relatively dangerous activity when the reverse is true, since cycling promotes good health and longer life. Even so, one of the major additional barriers to increased cycling trips lies in the perceptions of the general public. Cycling in an urban environment may be seen as “too dangerous”, especially by women, a group under-represented among cyclists.

The attitude and behaviour of drivers of motor vehicles towards on-road cyclists is a crucial factor in public perceptions of the danger of cycling. Any action plan must therefore include targeted marketing activities as an essential element in tackling these impediments. Car drivers must come to appreciate that more cycling, by reducing traffic congestion, helps them too.

Turning to opportunities, transport (15.5 per cent) is second only to food (18.2 per cent) as the largest item of household expenditure in Australia. In New Zealand transport expenditure (20.3 per cent) is slightly less than housing<sup>21</sup>. The proportion of income spent on transport in Australia and New Zealand is high because imported cars are relatively expensive. However, the cost of buying and maintaining a bike in Australia is around one per cent of the cost of buying and maintaining a car<sup>22</sup>.

Using a bike for shorter trips may allow families to avoid buying a second car. In NSW, the NRMA estimates that the cost of running a car for most people varies from \$108.70 to \$313.74 per week<sup>23, 24</sup>. This equates to between \$5,652 and \$16,314 a year.

Cycling just 10 kilometres each way to work instead of driving can save about \$770 in transport costs (including all running costs and depreciation) and 1.3 tonnes of greenhouse gas emissions each year<sup>25</sup>. In addition, bicycle parking is usually free, and often more accessible and convenient than car parking.

But cyclists may not have to ride 10km each way. In Sydney in 1995, over half (55 per cent) of car trips were less than five km and 33 per cent were less than three km<sup>26</sup>, while in 2002, 42 per cent of car trips were less than five km and 25 per cent were less than three km<sup>27</sup>. In many Australian cities, the majority of car trips are typically less than five km. The proportion of trips less than three km ranged from 17 per cent in Perth to 37 per cent in Brisbane. A trip of five km or less is easily completed on a bicycle – and is a “walkable” distance too.

## 4. Priorities

The overarching priority areas that follow encompass the actions that will lead to the vision of this Strategy becoming a reality – ***More cycling, to enhance the well-being of all Australians***. (Priorities are not listed in order of importance, with each area being given equal emphasis within this Strategy). Actions are described in Section 5.

### 4.1 Priority 1 Improved Coordination

#### **Improve coordination of activities relevant to increased cycling in the appropriate portfolios of Australian, state, territory and local government**

To be successful, the National Cycling Strategy needs to be supported by a range of policies and programs implemented by all spheres of government in Australia. Activities to support cycling need to be integrated across transport, planning, sport and recreation, health, environment, tourism and education. Actions in this priority area aim to improve integration and coordination across the different spheres of government.

### 4.2 Priority 2 Integrated Planning

#### **Include cycling as an essential component in integrated transport and land use planning in all spheres of government**

Significant increases in cycling will only come about when cycling is emphasised in integrated transport and land use planning. This will ensure that a mix of land uses are created, and include bicycle-friendly networks, in a way that makes it easy to access different activities by bicycle. It will also ensure that cycling facilities are integrated with public transport networks, providing safe cycle routes to and secure bicycle parking at public transport interchanges.

### 4.3 Priority 3 Infrastructure and Facilities

#### **Create infrastructure and facilities that support increased cycling**

Improved provision of infrastructure and facilities for cycling including cycling networks, end-of-trip facilities and directional signage will encourage more people to cycle. Australian, state, territory and local governments will play complementary roles in the creation of cycling infrastructure and facilities.

### 4.4 Priority 4 Road Safety

#### **Enable and encourage safe cycling**

Ensuring that cycle trips can be undertaken safely will increase cycling. This requires addressing the physical form of road networks, and the attitudes of road users. Where cycling trips can substitute for motor vehicle trips and be undertaken safely wider road safety goals will be achieved.

## **4.5 Priority 5 Cycling Support and Promotion**

### **Provide leadership, and develop partnerships, to support and promote cycling in Australia**

As well as improved infrastructure, a commitment to increased cycling calls for underlying social conditions, policies and programs to be addressed. This will involve institutional arrangements, management systems, communications and community education, including events and promotion. In many cases it will be necessary to remove barriers to cycling, such as the lack of cycling skills and confidence, so that more Australian cycle.

Australian, state, territory and local governments can raise the profile of cycling as a sustainable and active transport, recreation and tourism choice. They can foster a positive view of increased cycling and a consequent reduction in the growth in car use. Cycling is also an area where there is the potential for valuable partnerships within and across the bicycle industry, cycling non-government organisations and private businesses, including major employers.

## **4.6 Priority 6 Increased Professional Capacity**

### **Develop the skills needed to undertake actions that will increase cycling**

Whether in primary schools, universities, government departments, bicycle shops or elsewhere, people equipped with an understanding of the benefits of cycling, and appropriate technical skills, will be needed to complete the actions listed under the first five strategies.

## 5. Key Actions

The section below sets out the proposed actions to be undertaken in each priority area and the agency with primary responsibility for the action. A target is provided which may be a timeframe or the outcome being proposed. The resources indicate how the action is to be resourced. Many actions are to be undertaken using the internal resources of the responsible agency. Where this is the case then it is stated as “internal” in the resources column. Others have a specific budget allocation which will be provided by the responsible agency. These amounts are indicative only.

### 5.1 Priority 1 Improved Coordination

Encourage coordination of activities relevant to increased cycling in the appropriate portfolios of Australian, state, territory and local government

Actions	Responsibility	Target	Resourcing
<b>1.1</b> Seek the support of relevant Ministers (including Planning, Sport and Recreation, Health, Environment, Tourism and Education) in recognising the benefits of increased cycling to their portfolio, in implementing the Strategy, and in giving consideration to funding particular actions.	Roads and Transport Ministers at Australian, state and territory levels	January 06	Internal
<b>1.2</b> Develop and implement a monitoring framework for the Strategy.	ABC	December 05	Internal
<b>1.3</b> Provide a detailed annual progress report to the Australian Transport Council through Austroads.	ABC Secretariat to collate jurisdictional reports, signed off by ABC Chair	annually	Internal
<b>1.4</b> Collect and report compatible state and territory data and indicators in order to provide a comparative national perspective on cycling outcomes, and in particular measures of participation in cycling and the safety of cyclists.	All ABC members	Initially by December 06 then annually	Internal
<b>1.5</b> Establish a web-based cycling resource centre as a repository for data, information and best practice relating to cycling planning, policy, programs and projects (for example, projects that demonstrate good practice in: cycling-oriented integrated transport and land use planning, and cycling infrastructure and facilities).	DOTARS, with all ABC members to contribute resources and best practice items	Develop proposal June 06 Implement by June 07	\$100,000 to establish, ABC members to maintain
<b>1.6</b> Develop an information and advice service in conjunction with the web-based cycling resource centre, to be administered by staff who would answer inquiries and provide advice through (wherever possible) a website.	DOTARS and ABC members	June 07	Internal

	<b>Actions</b>	<b>Responsibility</b>	<b>Target</b>	<b>Resourcing</b>
<b>1.7</b>	Develop resources that assist local government to secure funding for cycling projects.	DOTARS and ABC members	February 06	Internal
<b>1.8</b>	Identify and collate examples of benefit cost analyses and other planning resources that quantify the benefits of investment in cycling infrastructure.	ABC members	March 06	Internal
<b>1.9</b>	Investigate and report on regulatory, taxation and other fiscal impediments to increased cycling.	DOTARS	June 07	\$50,000
<b>1.10</b>	Promote collaboration between government agencies, the bicycle industry, bicycle user groups and other public and private organisations in implementing the Strategy.	ABC members and other stakeholders	ongoing	Internal
<b>1.11</b>	Continue to develop cycling initiatives in the Australian, state, territory and local government spheres that will help achieve the vision of the Strategy.	Australian, state, territory and local governments	6 monthly report from Jurisdictions	Internal

## 5.2 Priority 2 Integrated Planning

### Include cycling as an essential component in integrated transport and land use planning in all spheres of government

	<b>Actions</b>	<b>Responsibility</b>	<b>Target</b>	<b>Resources</b>
<b>2.1</b>	Incorporate cycling into state, territory and local government transport and land use policies, strategies and planning instruments to ensure that the needs of cyclists are considered in the course of all relevant planning and infrastructure delivery activities	State, territory and local governments	ongoing	Internal
<b>2.2</b>	Develop guidance to support planning for increased cycling by local government, including any local planning schemes that require the provision of off-road cycle paths, on-road cycle lanes and end-of-trip facilities as part of new subdivisions and redevelopments.	State and territory governments	2010	Internal
<b>2.3</b>	Ensure that any new Austroads publication series (and particularly road design and traffic management guides) recognise and promote best practice in the design and provision of cycling infrastructure and facilities.	Austroads	2008	Internal
<b>2.4</b>	Develop a single document for cycling practitioners, available at no charge from relevant websites, which summarises cycling-related information in Austroads publications.	Austroads	2009	\$50,000
<b>2.5</b>	Encourage recognition of the health benefits of cycling and identify actions that will lead to an increase in the number of people who ride bicycles for transport, exercise and recreation in all appropriate health and physical activity strategies and initiatives	Australian, state, territory and local governments	Level of exchange of details of relevant strategies & initiatives between ABC members	Internal
<b>2.6</b>	Develop and implement a strategic research program on emerging issues that have relevance to a national goal of increased cycling.	ABC members with Austroads	December 06	Utilising existing funding sources

## 5.3 Priority 3 Infrastructure and Facilities

### Create infrastructure and facilities that support increased cycling

3	Actions	Responsibility	Target	Resources
3.1	Create integrated, effective and safe cycling networks within urban and rural communities that are consistent with national standards and support increased cycling for transport.	Australian, state, territory and local governments	Report on jurisdictional programs	Internal
3.2	Support work to identify cycle tourism routes, standards for cycle tourism facilities, and the development of cycle routes (such as rail trails) that support increased cycling for recreation and tourism.	ABC members	ongoing	Internal
3.3	Encourage the incorporation of end-of-trip facilities that are consistent with national standards in urban developments.	Australian, state, territory and local governments	ongoing	Internal
3.4	Develop policies and procedures that consider the needs of cyclists during the construction and/or maintenance of all new and/or existing roads	State, territory and local governments	2008	Internal
3.5	Develop effective and appropriate policies regarding the use of urban and rural motorways by cyclists where required.	State and territory governments	2008	Internal

## 5.4 Priority 4 Road Safety

### Enable and encourage safe cycling

	<b>Actions</b>	<b>Responsibility</b>	<b>Target</b>	<b>Resources</b>
4.1	Monitor and report on crashes involving cyclists, identifying type, number and severity of crashes.	Australian, State and territory governments	Report annually	Internal
4.2	Support programs and initiatives that promote safe cycling to school and higher education, addressing both infrastructure and facilities requirements and promotional activities.	Australian, State and territory governments	Report annually	Internal
4.3	Support developing and implementing cycle proficiency and safety programs for primary and secondary school students.	Australian, State and territory governments	Report annually	Internal
4.4	Support developing and implementing behavioural initiatives that improve cyclist safety, such as programs to increase the conspicuity and helmet-wearing by cyclists, and general compliance with road rules.	State and territory governments	Report annually	Internal
4.5	Address cycling safety as a component of blackspot-funded works including the recent history of crashes involving cyclists at relevant locations	Australian and relevant state and territory governments	Report annually	Existing programs
4.6	Support initiatives, including reduced speed limits that will support safer cycling by reducing motor vehicle speeds.	ABC members	Report on action taken	Internal
4.7	Promote the benefits of cycling, using effective and safe routes, to support the National Road Safety Strategy 2001-2010 aim of encouraging alternatives to motor vehicle use to reduce exposure to road trauma.	ABC members	Report on action taken	Internal
4.8	Support the development and implementation of initiatives that improve all road users' awareness of how they can share the roads with cyclists.	Australian, state, territory and local governments	Report on action taken	Existing programs
4.9	Support the development and implementation of initiatives that improve all path users' awareness of how they can share paths with cyclists.	Australian, state, territory and local governments	Report on progress	Existing programs
4.10	Research and trial new technologies and initiatives aimed at improving safety for cyclists.	ABC members	Report on progress	Internal

## 5.5 Priority 5 Cycling Support and Promotion

### Provide leadership, and develop partnerships, to support and promote cycling in Australia

Actions	Responsibility	Target	Resources
5.1 Support the development, implementation and evaluation of cyclist-friendly workplace projects in each state and territory, which can be promoted through a National Ride to Work Day.	ABC Members	Report on progress	Internal
5.2 Support the Australian Bicycle Industry's Annual Bicycling Achievement Award program, as an encouragement for innovation and best practice in providing for and promoting increased cycling.	Bicycle Industries Association with ABC members	annually	BIA
5.3 Support the development and implementation of community education programs that encourage more people (particularly adults, including those new to cycling) to cycle for transport, recreation and health.	Australian, state, territory and local governments	Report on progress	Existing programs
5.4 Develop and implement marketing strategies that promote cycling and its benefits, using existing or new marketing materials.	ABC members	Report on progress	Internal
5.5 Establish links to state, territory and local TravelSmart programs in order to promote cycling as a travel alternative to motor vehicle use.	Australian, state, territory and Local governments	Report on progress	Internal
5.6 Support and promote the work of the Australian Centre for Excellence in Cycle Tourism.	ABC members	Report on progress	Internal

## 5.6 Priority 6 Increased Professional Capacity

### Develop the skills needed to undertake actions that will increase cycling

Action	Responsibility	Target	Resources
6.1 Develop, trial and implement a nationally accredited cycling proficiency training and train-the-trainer system for adults and for children.	ABC members and associated stakeholders	Report progress	Internal
6.2 Review tertiary transport and traffic courses, identifying training gaps and incorporating cycling within courses as required.	ABC members and associated stakeholders	Report progress	Internal
6.3 Source or develop and implement a training program, where required, for state, territory and local government decision-makers and staff, on the importance and benefits of cycling and planning principles that support increased cycling.	ABC members and associated stakeholders	Report progress	Internal
6.4 Source or develop and implement a training program, for state, territory and local government staff, on designing infrastructure and facilities for cyclists.	ABC members and associated stakeholders	Report progress	Internal
6.5 Promote the uptake of existing nationally accredited training for bicycle mechanics and bike shop staff.	ABC members and associated stakeholders	Report progress	RCTA

## 6. Management and Coordination

The implementation of the renewed National Cycling Strategy will continue to be overseen by the Australian Bicycle Council (ABC) established under the previous Strategy. The link between ABC and Austroads has been strengthened by making the relevant Austroads program manager the Chair of the ABC. This means the ABC will report directly to the Austroads Council and through it to the Standing Committee on Transport (SCOT) and then to ATC. The Strategy also tasks the ABC with the development of a monitoring framework for the Strategy. This will be developed at the outset of the Strategy and provide the basis for regular reporting. The resourcing of the Strategy will draw extensively on the resources of all spheres of government utilising existing staff and funding programs unless there has been a specific provision indicated in the Strategy.

The tasks of providing for and promoting increased cycling involve many government agencies and other stakeholder organisations. Most initiatives occur in the state, territory and local government spheres rather than at a national level, with different approaches adopted by the various jurisdictions. The ABC will therefore provide a forum for the coordination and mutual support of the various agencies and stakeholders responsible for the implementation of the Strategy.

State, territory and DOTARS ABC representatives will be responsible for engaging other relevant agencies within their own jurisdiction, in areas such as health, environment, education and planning. This will require regular contact between ABC members and officers from other agencies, including interagency meetings of senior officers, initially to outline and explain the Strategy, and subsequently to report progress and to develop or confirm jurisdiction-level initiatives supporting the Strategy. It will also require the specific, project-by-project involvement of other agencies.

The proposed terms of reference and membership of the ABC are contained in Attachments A and B. respectively.

The ABC will report to the ATC, through Austroads and the Standing Committee on Transport (SCOT), on the implementation of the National Cycling Strategy. The relationship between these entities is shown in the diagram on the following page.

Finally, provision has been made for a technical committee of the ABC to be established, if required, to facilitate the discussion of technical matters which are primarily the concern of road agency members of the ABC. Their input on technical matters will be made via the appropriate technical staff of their own organisation. The ABC may also convene working groups as needed, comprising members of the Council and other stakeholders, to address specific issues.

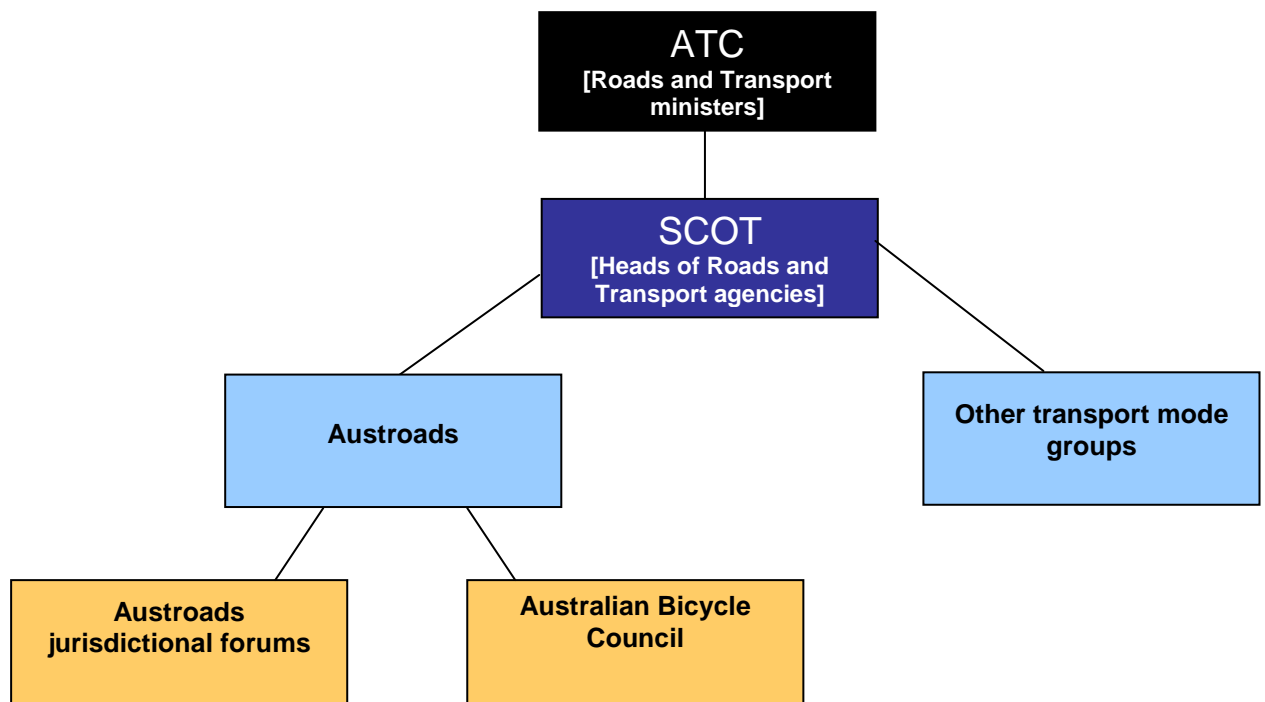


Figure 2 — Management and Co-ordination Framework for the National Cycling Strategy

## **Appendix A – Terms of Reference for the ABC**

# Terms of Reference for the Australian Bicycle Council

## Role and reporting arrangements

- a. The role of the Australian Bicycle Council is to:
  - i. oversee and coordinate implementation of the Australian National Cycling Strategy 2005-2010;
  - ii. provide a forum for the sharing of information between stakeholders involved in the implementation of the Strategy;
  - iii. maintain a repository of information and resources relevant to providing for and promoting increased cycling in Australia.
- b. The Council will report annually to ATC, through Austroads and SCOT, on the implementation of the Australian National Cycling Strategy 2005-2010.
- c. The Council will act as a jurisdictional forum providing input to Austroads on technical matters, and will provide a cycling perspective on Austroads research and the development of Austroads publications.
- d. The Council will draw on input from road agencies, the cycling industry and bicycle users on cycling issues, and will take appropriate account of the views of the ATC and the Austroads Council.

## Meeting arrangements and support

- e. The Council will meet at least two times per year.
- f. The Council will be chaired by a nominee of Austroads – it is anticipated that this would be the relevant Austroads program manager (or delegate if unavailable)
- g. The Australian Government Department of Transport and Regional Services will supply the Council secretariat.
- h. Meetings will be hosted by participating organisations. The location of meetings will vary accordingly.
- i. Meeting attendance costs will be borne by attendees.
- j. There will be no sitting fees paid to members.
- k. The Council may convene a technical committee comprised of its jurisdictional representatives to facilitate input on technical matters; it may also convene working groups, comprising members of the Council and other stakeholders, to address specific issues.
- l. The Council may invite participation from others from time to time on specific issues.

## **Appendix B – ABC Membership**

# Australian Bicycle Council Membership

- ▶ A chair nominated by Austroads
  
- ▶ Australian Government
  - A representative from the Department of Transport and Regional Services
  - A representative from the Department of Environment and Heritage
  - A representative from the Department of Health and Ageing
  
- ▶ State and Territory Road / Transport agencies
  - A nominee of each Austroads state/territory member organisation
  
- ▶ A nominee of the Australian Local Government Association
  
- ▶ Bicycle industry
  - A representative of Bicycle Industries Australia Inc.
  - A representative of Retail Cycle Traders Australia Inc.
  
- ▶ Cyclist user groups
  - A nominee of the Bicycle Federation of Australia
  
- ▶ Observers
  - A nominee of Transit NZ

## **Appendix C – Notes and Reference**

## Notes and References

- 1 BTRE – Australian Transport Statistics - June 2005
- 2 Adults 18–75 years old who were active in walking, moderate activity or vigorous activity for less than 150 minutes per week and/or who undertook less than five sessions of physical activity per week
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- 4 Morris, J (1994) *Exercise in the Prevention of Coronary Heart Disease: Today's Best Buy in Public Health*, **Med Sci Sports Exerc**, 26 (807-814)
- 5 Asthma, cancer control, cardiovascular health, diabetes mellitus, injury prevention and control, mental health, arthritis and musculoskeletal conditions. More information available at <http://www7.health.gov.au/pq/nhpa/>
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- 24 NRMA (2002) *Multimodal Travel Time and Cost Survey* (internal), quoted in NSW RTA *Off to Work? On Your Bike! A Guide for Easy and Enjoyable Cycling to Work*, available from [http://www.rta.nsw.gov.au/trafficinformation/downloads/cycle\\_to\\_workemployee.pdf](http://www.rta.nsw.gov.au/trafficinformation/downloads/cycle_to_workemployee.pdf)
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