

Communiqué

ABC Meeting #41 Cairns

2-3 August 2012



Esplanade shared path, Cairns Queensland

The Australian Bicycle Council met in Cairns on 2-3 August 2012.

Cairns Cycling Update

Hellius Visser, Director (Regional Partnerships) TMR Qld provided a presentation about Cairns' bicycle infrastructure and planning.

The cycling mode share in Cairns has decreased in the last couple of years but participation is steadily increasing. This is a common trend in south east Queensland.

A variety of treatments are being trialled on the Captain Cook Highway including lowering speed limits and installing kerb dividers.

The James Street and McLeod Street roundabout had the second highest level of cyclist injuries and fatalities in Queensland. To improve safety the intersection was signalised. The work was funded through the Federal Government's Black Spot Program.

The bike bus project has been particularly successful in Cairns. The Trinity Beach State School bike bus now has 80 children regularly participating. TMR sponsored a video of the project. In March the bike bus broke the world record for the number of people riding to school (639 riders). Lessons learned from the Cairns experience is that the project needs a champion and success depends on the geographical spread of the school catchment (schools with smaller catchment areas are more successful).

A set of 34 photos of Cairns Cycling Infrastructure are available on the [ABC Facebook page](#).

Queensland Cycling Update

Matt Johnson, Director Cycling Program, Department of Transport and Main Roads (TMR) provided an overview of the Queensland bicycle planning and delivery model.

The TMR model aims to ensure provision for cycling is mainstream and business as usual. There is a focus on building capability across all areas of TMR rather than focusing expertise in a specialist unit.

The Cycling Program provides a leadership role with regional integrated planning areas providing custodianship of the principal cycling networks. The program aims to integrate successful planning and making the most of ad hoc opportunities.

The commute trip is recognised as one of the most important areas in which to improve mode share and the greatest potential to increase active travel is for those trips under 5 km. In Queensland 60% of households own at least one bike.

Major work to increase cycling started in 2003. The earlier infrastructure provided good lessons for future projects.

The Queensland Cycling Strategy 2011-2021 was published last year. A key target is to double mode share. The strategy targets investment in 3-5km catchments around key activity centres. This includes infrastructure connecting park and ride facilities at railway stations. The provision of infrastructure beyond the parcel of land that the station sits on is often challenging and requires partnership with local councils.

Queensland infrastructure costs



The construction of walking and cycling infrastructure is relatively inexpensive compared to other modes of transport. These estimates are based on an average \$1.5 million per kilometre to plan and construct a separated bicycle path provided by TMR Qld.

The Queensland Cycling Strategy 2011-21 has four priority areas:

- Priority area one: Building safe, direct and connected cycle networks
This priority is delivered through the South East Queensland Network Program. It includes the Active Towns Program and the Educated Ways Program for walking and cycling to schools – supported by school travel plans.
- Priority area two: Growing a cycling culture
This includes education and behaviour change programs bolted in to infrastructure projects.
- Priority area three: Creating cycle-friendly communities
Including integrating cycling into planning and providing end of trip facilities in developments.
- Priority area four: Developing a cycling economy
Which recognises the importance of recreation facilities as tourism assets.

Principal Cycle Networks are at the base of all planning and investments. Network plans are being developed across the State.

TMR is planning a series of five Veloway Projects. Veloways provide high quality bicycle only infrastructure designed for fast commuting. The planned routes will provide dedicated high speed cycle facilities from the west, south, east and north into the CBD. The infrastructure is not designed to attract pedestrians and the routes do not provide scenic amenity.

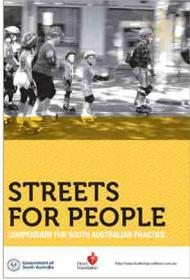
Veloway 1 (V1), a 17km off road facility running along the South East Freeway, is currently under construction. V1 was originally costed at \$8m but was not built due to cost. Now 10 years later, even though the land corridor was retained, the cost was almost 10 times as much to retrofit the infrastructure. Some of the additional cost is due to an increase in standards but it is largely the result of increased costs of consultation, machinery and construction. Current usage is around 1,000-2,000 per day morning peak, with links still to be completed.

The construction of walking and cycling infrastructure is relatively inexpensive compared to other modes of transport. At an average \$1.5 million per kilometre to plan and construct a separated bicycle path, for example in the Queensland context:

- 1km of Rail costs the equivalent of 29 kms of bikeway
- 1km of Motorway/Road costs the equivalent of 110 kms of bikeway
- 1km of Busway costs the equivalent of 138 kms of bikeway
- 1km of Road Tunnel costs the equivalent of 324 kms of bikeway
- 1km of Underground Rail costs the equivalent of 533 kms of bikeway.

Other Jurisdictional Updates

South Australia



South Australia has developed a Streets for People Compendium to assist local and state government transport and land use planners. It includes international and national examples. Practitioner workshops will be run to assist in disseminating the information. The compendium will be released in mid August.

NSW

The Long Term Transport Master Plan will be supported by a number of modal plans. A new strategy for investment in cycling is currently being developed. The provision of cycling data has been updated and a series of video of commute routes into the Sydney CBD have been published on the website www.bicycleinfo.nsw.gov.au.

Tasmania

A positive provision policy is currently being developed. Part two of the Wayfinding Manual is under development, the draft is due to be completed by the end of August.

Queensland

A specialist electronic tool is currently under development that will help planners to determine when and how to provide for cyclists in brownfield sites and at intersections.

Victoria

Last financial year VicRoads undertook a trial of sharrows as a road marking to indicate that motorists should expect to share the lane with bicycle riders. The draft report is due at the end of August.

Victoria is also undertaking trials of physical separators including rubber strips and bollards; and design options for on-road bike lanes positioned next to parked cars.



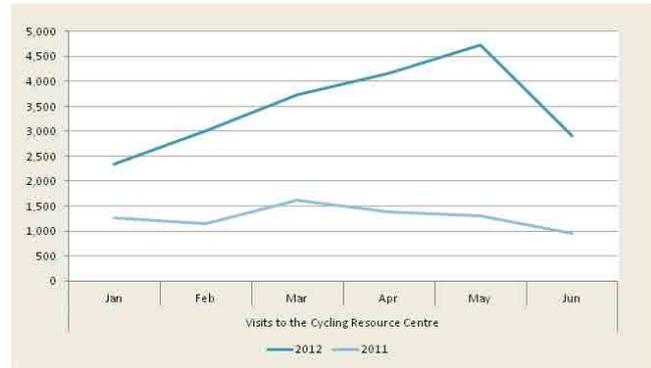
VicRoads is developing a demand compendium which will feed into a cost benefit analysis and help prioritise projects.

VicRoads has developed 'Look for Bikes' sticker packs.

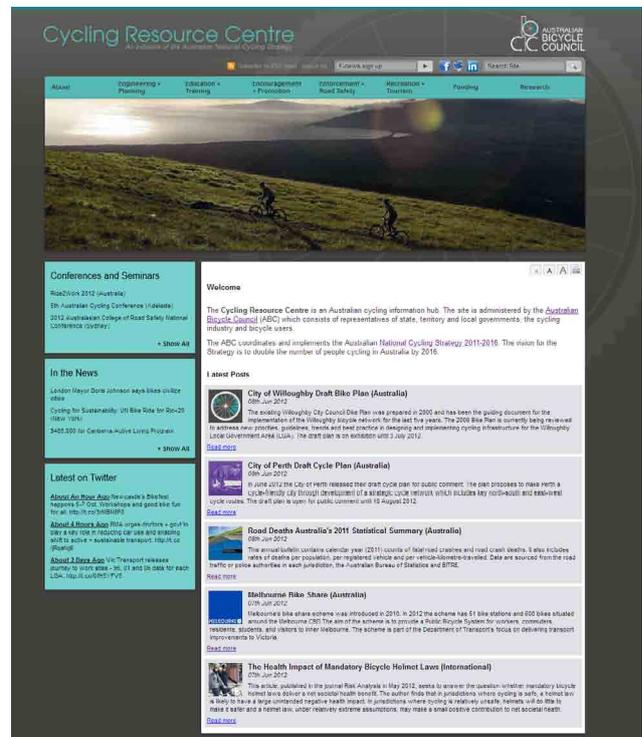
Web Site Up-dates

Cycling Resource Centre

The number of visitors to the Cycling Resource Centre grew steadily until June. The decrease in visitation coincides with the Secretariat being on leave at which time the site was only updated weekly and there was little interaction via the ABC's social media channels. While the drop in visitation is somewhat concerning, we expect that it will return to growth now the site is again being updated daily.



The Cycling Resource Centre has been upgraded to improve navigation (introducing breadcrumbs on all pages and posts, and improved menus), enable social media sharing, improve search functionality and incorporate the Australian Bicycle Council branding. The e-newsletter has also been updated to match the new style.





Engaging Local Government

Local Government Cycling Participation Survey

Twelve local councils participated in the Australian Local Government Cycling Participation Survey. This project uses the survey tool and methodology of the National Cycling Participation Survey to provide local councils with municipal level data.

Port Phillip Council's trial of an attitudinal component was successful and this will be available as a 'bolt on option' to future cycling participation surveys.

National Cycling Strategy 2011-16

The *National Cycling Strategy 2005-10 Implementation Report* has been published.

The *National Cycling Strategy 2011-16, 2011 Implementation Report* has been provided to TISOC/SCOTI for approval to publish.

Austrroads Projects

On-road Cycling on Higher Speed Roads

This report and a series of accompanying fact sheets have now been published.

Providing for Cyclists on Roundabouts

This report is now in draft stage and has been provided to ABC members for feedback.

Cycling Aspects of Austrroads Guides

This resource is being updated to ensure it reflects changes made to the Austrroads Guides.

Cost Benefit Analysis for Cycling Infrastructure Projects

The Austrroads approved project NT1781 Cost Benefit Analysis for Cycling Infrastructure ultimately aimed to ensure a nationally agreed approach to developing a benefit cost ratio for cycling infrastructure projects. It also included supporting research in the form of a cycling infrastructure demand compendium and an online tool to assist non-specialists with the costs benefit analysis of projects.

At the March Austrroads Board meeting, a proposal was presented for updating the Australian Transport Council National Guidelines for Transport System Management (TSM) in Australia. This has been agreed to and will see the Austrroads Guide to Project Evaluation and the National Guidelines for TSM combined into a single national resource. The work outlined in NT1781 will now be undertaken as part of this larger project.

Urban Cycling Infrastructure Design Resource

The Urban Cycling Infrastructure Design Resource has been approved by Austrroads as a two-year project. The aim of the project is to develop an online resource to showcase innovative urban bicycle network design in Australia including leading edge infrastructure, intersection treatments, bicycle lanes, planning, and infrastructure that will result in significant modal shifts. The resource will be developed as a component of the Cycling Resource Centre.

Other ABC Projects

Australian Road Rules

The ABC has established a project team to review the Australian Road Rules to identify impediments to cycling.

The Council is working with NSW Roads and Maritime Services to prepare a proposal that would enable unsignalised shared pedestrian and bicycle crossings.

Australian Standards

The Standards Australia CS-110 Bicycles Committee met on 10 May 2012 in Sydney to formulate a process to review standards relating to bicycles.

- Several of these standards are more than 10 years old.
- This meeting followed on from the forum in Nov 2011 to discuss the future of bicycles and bicycle related standards.
- Nine standards were identified and the issues relating to them were discussed in considerable detail.
- Working groups were formed and an outline of the work to be undertaken was agreed upon.
- Many committee members took an interest in several groups due to their respective organisations specific interests and expertise.
- The Committee is looking forward to improving the bicycle standards for Australian and New Zealand users.

Active Travel Developments

Draft Report on Walking, Riding and Access to Public Transport

The Draft Report, prepared by the Department of Infrastructure and Transport, will be presented to TISOC in September. It is anticipated the paper will be distributed for public comment later in the year.

National Urban Policy Forum

The second meeting of the Urban Policy Forum was held on 20 July 2012. The Forum has been established to support the National Urban Policy. Active Transport was the subject of a special Forum sub-committee, with all Forum members having an opportunity to provide input on the Draft Report.

Nation Building 2 Active Transport Funding

Nation Building provided a briefing about how Active Transport projects fit into the Nation Building 2 funding.

There are four broad themes within the NB2 program:

- Moving Freight
- Connecting People
- Safety
- Innovation

Three of those themes (Connecting People, Safety and Innovation) could provide opportunities for active travel infrastructure projects. It is expected that the main opportunity for funding will be through Connecting People and that guidelines for the new Active Travel program will be developed after the 2012/13 budget announcements

Power Assisted Pedal Cycles

The Australian Design Rules definitions were amended in May 2012 to include Pedalecs. Pedalecs are defined as 'a vehicle meeting European Committee for Standardization EN 15194:2009 or EN 15194:2009+A1:2011 Cycles - Electrically power assisted cycles - EPAC Bicycles'.

States and territories have been asked to undertake the work required to implement the change at a jurisdictional level. It is expected that this will happen within the next 6-18 months depending on the legislative timetables of the various jurisdictions.

In September 2012 the Victorian laws were changed.

Australian Bicycle Council meetings

The next ABC Meeting will be held in Adelaide on 23 + 24 January 2013.

Future meetings are planned for:

- June 2013 in Melbourne
- November 2013 in Canberra

Australian Bicycle Council

The Australian Bicycle Council coordinates the implementation of The Australian National Cycling Strategy 2011 - 2016. The Council also maintains the Cycling Resource Centre (CRC) an on-line information hub of cycling information. www.cyclingresourcecentre.org.au.

The Council's secretariat is provided by Austroads with funding from the Commonwealth Department of Infrastructure and Transport.

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