Cycling
International Best Practice
Economic Benefits of Cycling for Australia

Prepared by the Cycling Promotion Fund
June 2008

Cycling
Getting Australia Moving

Barriers, facilitators and interventions to get more Australians physically active through cycling
Overview

- How we get around
- Why cycling?
- Cycling on the increase – Why?
- Safety
- Examples of international best practice
Transport mode share

Source: ABS Census 2006
Many car trips are short.

Source: RMIT, 1999; Austroads, 2005
Climate Change

Household Greenhouse Gas Emissions

- Travel for shopping: 23%
  personal business, recreation
  (67.6 private car use)
- Travel to work: 11%
  (32.4 private car use)
- Clothes washing & drying and dishwasher: 2%
- Cooking: 3%
- Lights: 5%
- Wastes: 5%
- Water heating: 16%
- Home heating and cooling: 11%
- Fridge/freezer: 9%
- Electronic and other appliances: 15%

Source: Cool It, AGO, Federal Government

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Transport emissions are soaring

- Transport emissions jumped 30% between 1990 – 2005
- Expect a 67% increase by 2020 on 1990 levels according to the Department of Climate Change
Climate Change

Fuel price

Obesity

Congestion

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Bicycling is booming

<table>
<thead>
<tr>
<th>City</th>
<th>2001 Census</th>
<th>2006 Census</th>
<th>% Change</th>
<th>2001 Census</th>
<th>2006 Census</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sydney</td>
<td>8,684</td>
<td>10,175</td>
<td>17.2%</td>
<td>30,394,000</td>
<td>35,612,500</td>
<td>5,218,500</td>
</tr>
<tr>
<td>Melbourne</td>
<td>12,179</td>
<td>18,047</td>
<td>48.2%</td>
<td>42,626,500</td>
<td>63,164,500</td>
<td>20,538,000</td>
</tr>
<tr>
<td>Brisbane</td>
<td>6,347</td>
<td>7,502</td>
<td>18.2%</td>
<td>22,214,500</td>
<td>26,257,000</td>
<td>4,042,500</td>
</tr>
<tr>
<td>Adelaide</td>
<td>4,376</td>
<td>6,085</td>
<td>39.1%</td>
<td>15,316,000</td>
<td>21,297,500</td>
<td>5,981,500</td>
</tr>
<tr>
<td>Perth</td>
<td>5,179</td>
<td>6,323</td>
<td>22.1%</td>
<td>18,126,500</td>
<td>22,130,500</td>
<td>4,004,000</td>
</tr>
<tr>
<td>Hobart</td>
<td>622</td>
<td>810</td>
<td>30.2%</td>
<td>2,177,000</td>
<td>2,835,000</td>
<td>658,000</td>
</tr>
<tr>
<td>Canberra</td>
<td>3,093</td>
<td>3,763</td>
<td>21.7%</td>
<td>10,825,500</td>
<td>13,170,500</td>
<td>2,345,000</td>
</tr>
<tr>
<td>Darwin</td>
<td>1,498</td>
<td>1,407</td>
<td>-6.1%</td>
<td>5,243,000</td>
<td>4,924,500</td>
<td>-318,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>41,978</strong></td>
<td><strong>54,112</strong></td>
<td><strong>28.9%</strong></td>
<td><strong>146,923,000</strong></td>
<td><strong>189,392,000</strong></td>
<td><strong>42,469,000</strong></td>
</tr>
</tbody>
</table>

Source: Australian Bureau of Statistics, 2007
Cycling is on the increase

- 28% increase in cycling to work between Census 2001 and 2006
- Cyclists in capital cities rode 189,392,000 Km to work in 2006
- 1.7 million Australians cycled for recreation and fitness in 2006
The areas of Australia that have invested most heavily in bicycle infrastructure have seen the sharpest increase.
Safety in Numbers

Percentage of Trips by Bicycle

- USA: 1%
- UK: 1%
- Canada: 2%
- France: 3%
- Germany: 10%
- Sweden: 10%
- Denmark: 18%
- Netherlands: 27%

Cycling Fatality Rates per 100 Million Km Travelled


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Cycling - Key Savings

- Health: $154 million
- Congestion: $64 million
- Externalities: $9.4 million
- Petrol: $35 million

**Commuter**
- Externalities: $0.0599 per km
- Congestion: $0.5 per km
- Health/Fitness: $0.376 per km

**TOTAL**: $0.9359 per km

**Recreational**
- Health/Fitness: $0.376 per km

**TOTAL**: $0.376 per km
Examples of International Best Practice

• Bicycle Routes
• Bicycle Parking
• Integration of Cycling with Public Transport
Infrastructure

1. Safety

2. Directness: between origin and destination

3. Comfort: path must be smooth, free of obstacles and with sufficient space

4. Pleasant: to ensure an enjoyable riding experience

5. Integrated: to provide *linked up* routes between key destinations

Source: CROW
1. Comfort: path must be smooth, free of obstacles and with sufficient space.
2. Pleasant: to ensure an enjoyable riding experience.
3. Integrated: to provide linked up routes between key destinations without gaps in the cycling network.
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Integration of Bicycles and Public Transport

<table>
<thead>
<tr>
<th>Mode</th>
<th>Average Speed</th>
<th>Distance Covered</th>
<th>Catchment Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>5 Km/h</td>
<td>0.8 Km</td>
<td>2 Km²</td>
</tr>
<tr>
<td>Cycling</td>
<td>20 Km/h</td>
<td>3.2 Km</td>
<td>32 Km²</td>
</tr>
</tbody>
</table>

Three cars

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Bicycle Parking at Train Stations

- Security
- Visibility
- Shelter
- Convenience
- Signage
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Barriers, facilitators and interventions to get more Australians physically active through cycling
Barrier, facilitators and interventions to get more Australians physically active through cycling.

Cycling: getting Australia moving
Ride before you ride.

Why not leave the car behind and ride your bike to the train station? It’s good for your health and your wallet and it’s now even easier with bike facilities located all across the Transperth Network. See www.transperth.wa.gov.au for bicycle facility maps and regulations about taking your bike on the train.

Your bike’s welcome on the train too

Transperth welcomes passengers with bikes on our trains, because we recognise the contribution cycling makes towards a cleaner environment and healthier community.

There are exceptions during peak times:
You can take your bike on any train at any time during weekends and off-peak periods; however, due to the large number of passengers travelling at peak times, Transperth operators are not allowed on trains travelling:
- towards the city between 7:00am and 9:00am
- away from the city between 4:00pm and 6:00pm

On-board etiquette
Your bike is your responsibility at all times while travelling. If it causes a problem fill out another one rather than block your way. Please don’t block access to your bike or leave it unattended where it can fall or be knocked over.

Or lock it and leave it
If you don’t need your bike at the end of your train journey, why take it with you? Use one of the free bike lockers and stands you’ll find at most suburban rail stations instead.

Your rights and responsibilities
A person must not travel with a bicycle on a passenger train in peak flow direction, during peak time on a working day. The maximum penalty for this violation is $1200, with a reduced penalty of $50.

For more information log onto www.transperth.wa.gov.au

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Caught in a trap?

Fact: Most trips in London are under 5 miles: Cycling is twice as quick as driving.

Get out more!

Find freedom... cycle.

For information on one-to-one cycle confidence training call 020 7582 3535

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Public bicycle systems

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Other cities that operate public bicycle schemes

• Copenhagen
• Barcelona,
• Brussels
• Lyon
• Stockholm
• Frankfurt
• Cologne
• Stuttgart
• Munich
• Oslo
• Seville
• Vienna
• Washington, D.C.
A snapshot of current interventions

- Bike Bus
- Cycle 100
- Ride to Work Day
Bike Bus

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Ride to Work Day

- 90,000 riders
- 26% riding for the first time
- 5 fold increase since 2002
- 63% are men
- 37% are women
- 27% of first time riders still riding 5 months later
Recommendations

• Boosting bicycle infrastructure investment
• Lower traffic speeds
• Integrate bicycle lanes with high quality intersection treatments
• Seamless connection between bicycle routes and the public transport network
• End of trip facilities
• Road user education
Summary

• Our level of auto dependence is a threat
• Cycling offers significant savings
• Cycling’s potential is yet to be captured
• International examples exist that offer practical, appropriate