

Cycling survey of Australian Local Governments

July 2007



EXECUTIVE SUMMARY

The Australian Bicycle Council (ABC) and the Australia Local Government Association (ALGA) have worked together to survey Australian local government authorities on cycling. This initiative is part of the Australian National Cycling Strategy 2005 – 2010 (NCS), which aims to improve coordination and integrate planning between different levels of government. The survey was undertaken to establish at a national level:

- the current level of cycling infrastructure
- the current level of priority for cycling within local government
- how the Australian Bicycle Council can better facilitate local government involvement in cycling activities.

All 676 Australian local government authorities were given the opportunity to participate in the survey. A total of 194 surveys were received from across a broad range of local government areas, metropolitan and rural/regional. The responses received contained both quantitative and the qualitative responses. This would seem to indicate that cycling is a significant issue for local government, and aligns with the key role that local government plays in making communities liveable.

The key results that emerged from respondent local government were:

- A significant investment in cycling has been made by the respondent local government authorities. Expenditure is in excess of \$37 million per annum on bicycle-related programs.
- Each local government has on average 30km of existing off-road facilities and 21km of existing on-road facilities.
- Local government requires support to further develop cycling infrastructure and programs, e.g. a web-based cycling resource centre.
- Local government is consistently integrating cycling into its core business activities; road works (construction and maintenance) and planning.
- Promotion of cycling, primarily through the provision of cycling maps to the public, is very common, however, consultation with stakeholders is uncommon.
- A high rate of difference was noted on almost all aspects of cycling between the metropolitan and the regional/rural local government areas. Metropolitan local governments were more likely to have:
 - staff dedicated to cycling related activities
 - availability of bike fleets for staff
 - higher levels of expenditure per annum
 - almost double the amount of existing networks.

As well as taking a 'snap shot' of the existing cycling infrastructure, services and programs across Australian local government, the survey sought guidance from local governments on their priorities for cycling from National Cycling Strategy 2005 - 2010. Highest priority given by the respondent authorities was to developing resources that assist local government to secure funding for cycling projects, followed by the establishment of a web-based cycling resource centre.

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1 INTRODUCTION

The Australian Bicycle Council (ABC) and the Australian Local Government Association (ALGA) developed a survey to better understand how local government is servicing the needs of all cyclists across Australia (e.g. infrastructure, end of trip facilities, promotion of recreational, tourism and destination cycle paths and education). This initiative is a part of the Australian National Cycling Strategy 2005 – 2010, which calls for improved coordination and integrated planning, and the collection of compatible data indicators in order to provide a comparative national perspective on cycling. The survey aimed to establish at a national level:

- the current level of cycling infrastructure
- the current level of priority for cycling within local government
- how the Australian Bicycle Council can facilitate local government involvement in cycling activities.

2 AUSTRALIAN BICYCLE COUNCIL BACKGROUND

The Australian Bicycle Council (ABC) is the national body that manages and coordinates implementation of the Australian National Cycling Strategy 2005 - 2010.

The Council membership includes representatives of Australian, state and territory governments, the bicycle industry and bicycle user groups.

Over recent years, there has been significant growth in bicycle ownership and usage across Australia. 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, road and transport, education, environment, tourism, sport & recreation, and local government.

The Australian National Cycling Strategy 2005-2010 (NCS) has been developed as a coordinating framework, identifying responsibilities that lie with all three tiers of government, the community and industry stakeholders to encourage and facilitate increased cycling in Australia. NCS sets out a list of priority actions, timeframes and resources to enable and ensure the continued growth of these important components of Australia's recreation sector and integrated transport system.

3 METHODOLOGY

ALGA and the ABC wrote to 676 Australian local government authorities in March 2007. The letter of introduction is included in Appendix A: Letter *to local governments*'. The letter provided a link to an on-line survey. The 22 survey questions were developed by ABC members to gain feedback on the following topics:

- the current level of cycling infrastructure
- the current level of priority for cycling within local government
- how the Australian Bicycle Council can facilitate local government involvement in cycling activities.

A copy of the survey can be found in Appendix B: Copy of survey¹. All responses have remained anonymous. The survey was open on-line until 28 June 2007.

4 CHARACTERISTICS OF RESPONDENT LOCAL GOVERNMENT AUTHORITIES

The survey yielded responses from 194 of the 676 Australian local government authorities, referred to throughout this report as authorities or respondents. Respondents were asked whether their area was considered to be metropolitan or regional/rural. The results show that the majority (69 percent, or 134 respondents) of the respondents were regional/rural in nature. The remaining 31 percent (60 respondents) were in metropolitan areas; this is roughly consistent with the ratio of regional/rural to metropolitan local government authorities in Australia.

Figure 1 shows the participation rate (percentage of each state or territory's participation), of each jurisdiction. The responses have been analysed and their results are published in this report.

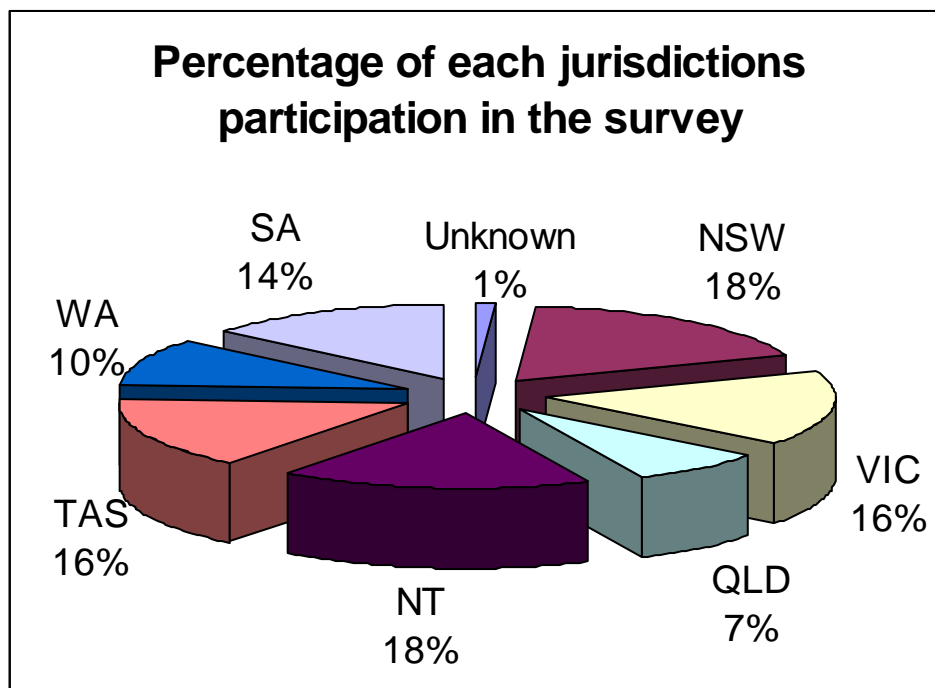


Figure 1 Survey participation by location

More regional/rural authorities (134) responded than metropolitan authorities (60). However, this probably relates more to the ratio of regional/rural to metropolitan authorities in Australia, rather than the level of interest in the topic. According to DOTARS¹, 14 percent of local government across Australia are metropolitan in nature. Analysis of the results from the survey have usually been separated into three sets of data; regional/rural, metropolitan and whole of survey response for local government, to illustrate any skewing of the final data due to locality.

¹ DOTARS Local Government National Report 2004-05, Australian Classification of Local Governments, Appendix F pp. 254-255

5 CYCLING MODE SHARE AND TARGETS

Local government authorities were asked about their current cycling mode share and target mode shares. They were asked to specify current mode share for work trips and all trips. This yielded 59 responses (30 percent)² from the 194 respondents.

Reported mode shares for work trips ranged from 1 to 12 percent for metropolitan respondent areas and 1 to 5 percent for rural/regional respondent areas. For all trips, mode share ranged from 1 to 3 percent of respondents, which is consistent for both area types.

Eight metropolitan authorities and one rural/regional local government reported having mode share targets. The highest targets reported were from metropolitan authorities. One specified 6 percent for all trips, another 8 percent for work trips only. Another two respondents specified the growth in mode share (25 percent by 2010 for cycling and walking, 10 percent annual growth in cycling). All other responses did not specify work trips or all trips and ranged from 6 to 10 percent. The one regional/rural local government which responded specified 6.15 percent target mode share.

6 RESOURCES FOR CYCLING

6.1 Bicycle Related Spending

The survey requested information on the expenditure by the authority on bicycle related programs during 2005-06. Respondents were asked to breakdown any such expenditure into 12 categories as listed in Table 1. The question also allowed respondents to provide a single total if the breakdown was unknown.

Table 1 shows the average expenditure by each participating local government by category. When calculating the averages within the categories, authorities that only provided total expenditure have been excluded, but they have been included when calculating total average expenditure. Authorities that skipped the question are assumed to have not contributed resources to any bicycle related programs and these nil amounts have been included in the category averages and the total average expenditure. A total of 39 respondents skipped this question with 6 from metropolitan authorities and 33 from regional/rural areas.

Table 1 also shows the average total expenditure during the 2005-06 financial years. The calculation of this average has included all 194 survey participants.

The averages shown in Table 1 provide an overview of expenditure for the year 2005-06, the disparity in expenditure, even between responding metropolitan authorities, was substantial, e.g. one local government spent \$7 million on 'new construction of paths and on road cycling lanes' whilst others spent less than \$10,000.

In total, the authorities that responded are spending over \$37 million per year on bicycle-related programs (\$21.9 million in metropolitan areas and \$15.6 million in regional / rural areas), which is a substantial commitment to cycling across the nation.

²

It should be noted that 14 of these 59 respondents replied with 0 percent for current mode share. This data therefore has been removed. Also excluded from the results were two regional/rural responses which claimed 100 percent and 50 percent mode share of all trips. Neither of these respondents gave mode share for work trips.

Table 1 Average expenditure on bicycle related programs 2005-06 (rounded to nearest thousand)

Category	Average metropolitan (\$'000)	Average regional/rural (\$'000)	Total average (\$'000)
New construction of paths and on road cycling lanes	261	73	126
Maintenance of paths and on-road cycling lanes	71	22	36
Purchase and installation of cycling parking facilities	13	1	4
Purchase and installation of other 'end of trip' cycling facilities	64	0	18
Maintenance of 'end of trip' cycling facilities	0	0	0
Bikeway signage	5	1	2
Development of bike plan	6	3	4
Bicycle education program	1	0	1
Bicycle information	3	0	1
Cycling/bikeways promotion	3	0	1
Cycling events	5	2	3
Average expenditure for all categories	361	114	191
Total average expenditure of all authorities that responded (including undifferentiated expenditure totals)	366	116	194
	Metropolitan (\$'000)	Regional / rural (\$'000)	Total Exp. (\$'000)
Total spent from all authorities that responded	21,953	15,596	37,549

6.2 Staffing for cycling activities

Forty-nine authorities reported having dedicated cycling staff, with an average of 0.98 full time equivalent staff member (FTE) per local government. Metropolitan authorities that responded were more likely (48 percent or 29 respondents) to have dedicated staff than regional/rural authorities (15 percent or 20 respondents). Three of these respondents did not give a FTE. Comment was made by one of the respondents, that staff were allocated to such activities on an as needed basis. Others commented that work is split among multiple staff members. FTE staff ranged from 0.2 to 6 for metropolitan authorities and 0.1 to 2 for regional/rural authorities that responded to the survey.

6.3 Bike fleets

Authorities were also asked if they encourage their staff to cycle, as a means of transport for work, through provision of a bike fleet. Table 2 shows that 38 percent (23 respondents) from metropolitan authorities and 4 percent (6 respondents) of regional/rural authorities supply bike fleets for their staff. It was found that of those authorities that responded to the survey, which do have a bike fleet, there was an average of 3 bikes in the council fleet. One local government mentioned a program by which staff can claim the bike as a reward if they use it for at least two days a week for 40 weeks.

Table 2 Fleet counts and averages

	Metropolitan		Regional/rural		Total	
	Yes	No	Yes	No	Yes	No
		38% (23)	62% (37)	4% (6)	96% (128)	15% (29)
Average number of bicycles in fleet	3.4		3.3		3.4	

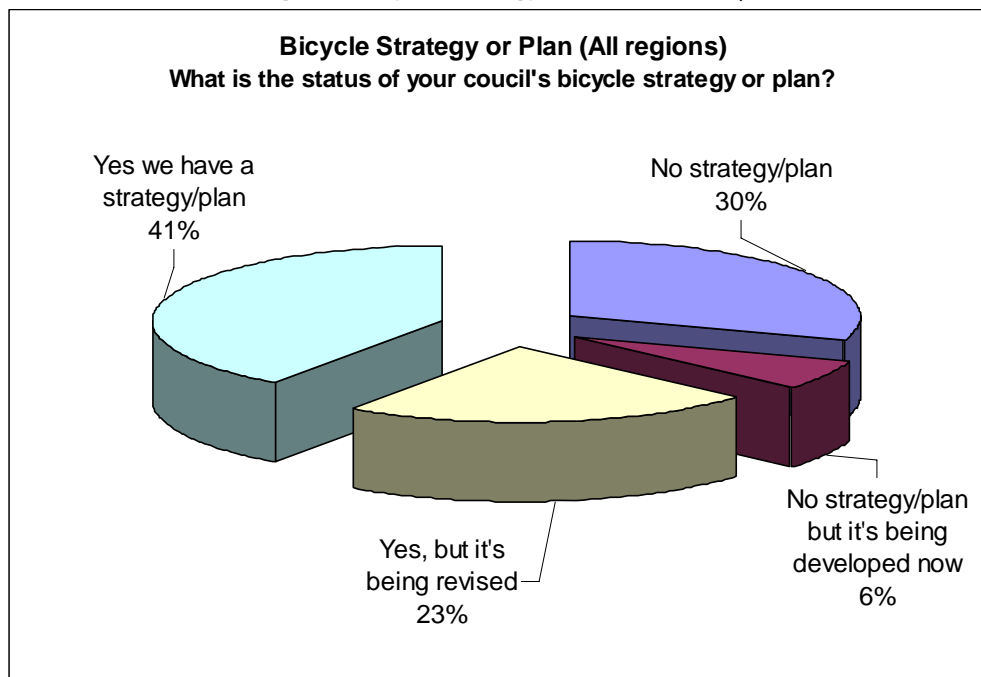
7 BICYCLE PLANS

7.1 Plan status

The survey asked 'What is the status of your Council's bicycle strategy or plan?' **Error! Reference source not found.** shows 64 percent of all authorities that responded have a current bicycle strategy or plan. A further six percent are developing one now.

Of the participating authorities, metropolitan areas are more likely (90 percent) to have a plan than regional/rural areas (51 percent). This is shown in Figure 3 and Figure 4 respectively.

Figure 2 Bicycle strategy or plan (all areas)



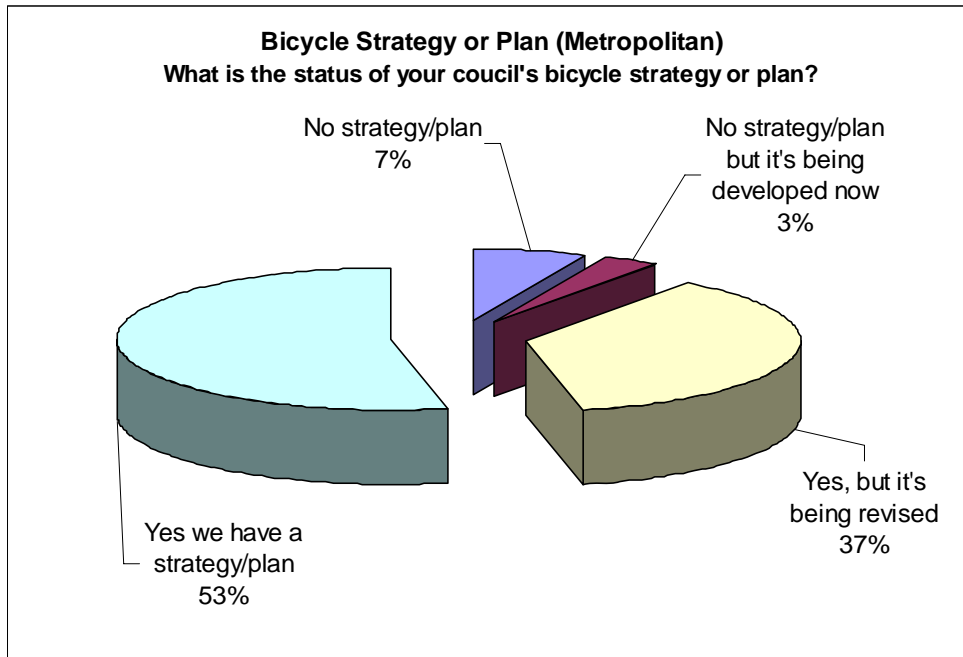


Figure 3 Bicycle strategy or plan (metropolitan)

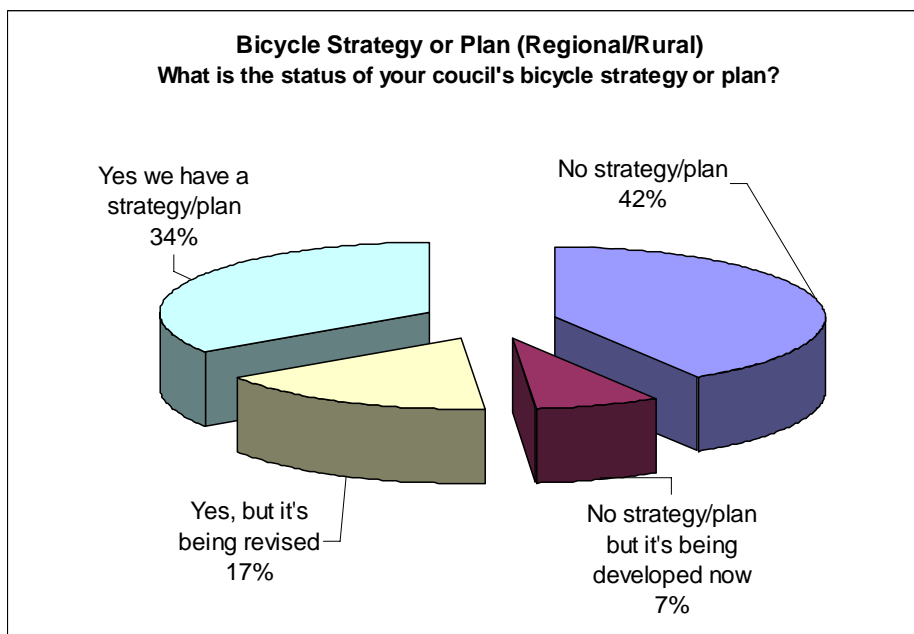


Figure 4 Bicycle strategy or plan (regional / rural)

7.2 Development and life of the plan

Participating authorities that said they have a current strategy or plan were asked for the year the plan was developed. This gives an indication of how old the plans are. The age of the plans ranged from 22 years (1985) to this year (2007). Any plans over 15 years old have been disregarded from analysis as they seem to be not typical.

Table 3 shows the average age of these bicycle strategies or plans from the respondent authorities.

Table 3 Bicycle strategy or plan - average age since last development/revision

	Average Age (Years)	No. of existing strategies
Metropolitan	3.7	31
Regional/ Rural	4.5	43
Total	4.2	74

Authorities that said they have, or intend to develop, a cycling strategy were asked what period of time the strategy covers:

- Similar start and end years for their plans – 2005 and 2012 respectively
- Average duration of the plans was seven years. This is inclusive of the plans and strategies which are currently being revised or developed by the respondent authorities.
- On average all current plans are two years old.
- Of the 194 respondents, 112 indicated the years covered by their bicycle strategy or plans. Nine did not indicate a year and instead said that their plans are ongoing. The remainder were either unsure or did not give a response to the question.

7.3 Scope of plan

Of the authorities that reported having a bicycle strategy or plan, almost all address infrastructure in the scope (see Table 4). The other most common element was bikeway signage. Notable differences in focus between metropolitan and regional/rural authorities were riding to school (third most common for regional/rural plans, but eighth most common for metropolitan plans) and integration with public transport (sixth most common for metropolitan plans, but ninth most common for regional/rural plans).

Table 4 Scope of bicycle strategy or plan

	Metropolitan (N = 56)	Regional/rural (N = 78)	Total (N = 134)
Infrastructure	98% (55)	99% (77)	99% (132)
Education and encouragement	64% (36)	50% (39)	56% (75)
User safety and personal safety	57% (32)	53% (41)	55% (73)
Integration with public transport	55% (31)	35% (27)	43% (58)
Mid-journey and end of trip facilities	73% (41)	42% (33)	55% (74)
Bikeway signage	89% (50)	77% (60)	82% (110)
Land use planning	52% (29)	37% (29)	43% (58)
Cycle tourism	29% (16)	41% (32)	36% (48)
Riding to school	50% (28)	58% (45)	54% (73)

The authorities were also asked if their strategies included any other initiatives or topics. Twenty one responses were received from this question, with nine from metropolitan authorities and 12 from regional/rural areas; refer to the responses in Table 5.

Table 5 Other inclusions in authorities bicycle strategy or plan

Metropolitan	Regional/Rural
Support provided to BUG	Events and co-op initiative
Recreational cycling, locate amenities and nodes	Shared pedestrian and bike strategy (separate trails for each and shared trails)
Women in cycling	Ranking system of the network & maps
Green travel plan	Asset management & design details
Health benefits of cycling	Crossing facilities
Integration with regional and adjoining networks	Planning of network through future developments
Community and stakeholder consultation	Design standards
Management of network including 'community' and 'friends of opportunities.	Proposed networks

7.4 Integration of cycling strategy with other documents

Authorities that had a bicycle strategy or plan were asked if it was referenced to in any of their other local government documents. They were asked specifically about three topics which are common to local government strategies and plans. The results from this are shown in Table 6.

Table 6 Documents referenced by bicycle strategies or plans

	Metropolitan (N = 52)	Regional/rural (N = 52)	Total (N = 104)
Planning scheme	19	24	43
Developer contributions/ infrastructure charging	15	20	35
Local transport plan	35	20	55
Recreational strategy	28	31	59
Health strategy	10	6	16
Environment strategy	25	9	34

Respondents were asked to specify any other information relevant to the question. This yielded 11 responses from metropolitan areas and a further 17 from regional/rural areas (see Table 7).

Table 7 Other documents referenced by bicycle strategies or plans

Metropolitan	Regional/rural
City Plan / Council Plan	Annual budget allocations
Management Plan	Council's management plan for capital works
Open Space Strategy	Council Plan
Road Safety Strategy	Development Plan
Strategic Plan	Management Plan
Several urban design/planning studies	Municipal Public Health Plan
Tracks & Trails strategy	Open Space Strategy
Transport Strategy	Pathway Construction & General Works
TravelSmart & RoadWise action plan	Recreational Plan
	Road Safety Plan
	Social Plan
	Strategic plan
	Tourism

7.5 Planning and design comments regarding support from ABC

Various sections of the survey allowed for qualitative open ended comments to be made and some of the most detailed answers emerged from the question on what other support the ABC could provide to authorities. One group of issues concerned the ABC facilitating and enabling local government to better plan and design cycle ways, and provide standards that created safe cycling environments for a variety of users.

7.5.1 Planning cycle ways

A need was identified for greater connectivity through planning of cycle ways, to connect high use destinations, e.g. schools, shops, homes, local areas of interest & public transport hubs across the nation to; validate & 'normalise' cycling as a means of transport and create safe cycling environments.

Respondents requested the ABC advocate the incorporation of cycling strategies into state and territory policies to ensure the needs of cyclists are considered in planning and infrastructure delivery. This would enable better planning initiatives across state borders and ensure consistency and connectivity of the network.

7.5.2 Designing cycle ways

Respondents wanted the ABC to facilitate greater standardisation in cycle way design guidelines and best practice design solutions to minimise inter-professional, maintenance, jurisdictional and various user (vehicle & bike, pedestrian & bike) conflicts.

7.5.3 Safe environments to cycle

Many respondents considered that there was a general lack of respect & knowledge of road safety rules by both car and bike users and that there was also a lack of promotion, education and skill development for the next generation of cyclists. It was suggested that these issues could be covered by an age appropriate skills 'unit' delivered by schools.

8 INFRASTRUCTURE

8.1 Cycle network facilities – existing

The authorities surveyed were asked to estimate what cycling facilities currently exist in their networks, in terms of distance (km). They were asked to give these estimates for both on and off road cycle networks. In total, 165 authorities responded to this question (53 metropolitan and 112 regional/rural). The results, summarised as averages, are shown Table 8.

Table 8 Existing cycling network (averages)

Local government area	Off road and shared paths (km)	On road (km)
Metropolitan	40	30
Regional / rural	24	16
All	30	21

For metropolitan authorities that responded:

- off road and shared paths ranged from 0km to 580km
- on road ranged from 0km to 280km.

For regional/rural authorities that responded:

- off road and shared paths ranged from 0km to 300km
- on road ranged from 0km to 314km.

8.2 Cycle network facilities – proposed

Authorities were also asked to give an indication of any proposed on and/or off road networks. One hundred and thirteen authorities answered this question (78 regional/rural and 35 metropolitan). The averages of all responses have been included in Table 9.

Table 9 Proposed cycling network (averages)

Local government area	Total proposed cycling network (km)
Metropolitan	141
Regional / rural	79
All	98

For the responding metropolitan authorities, the total proposed network ranged from 0km to 1700km and for the responding regional/rural authorities, total proposed network ranged from 0km to 800km.

8.3 Integration with other planning and construction processes

The authorities surveyed were asked how they integrate the provision of bicycle facilities into other planning and construction processes. Four such processes were surveyed:

- road works (construction/maintenance)
- new developments
- parks/recreation
- tourism.

Metropolitan authorities reported that they are formally integrating cycling into their core activities. Sixty-seven percent said they formally consider cycling in their road works (construction and maintenance) planning, and 77 percent formally consider cycling in new development planning, compared to 27 percent and 45 percent respectively for the respondent regional/rural authorities.

The authorities surveyed were asked to categorise any consideration of these processes as formal, informal or not considered. These responses have been summarised in Tables 10, 11, 12 and 13. Most (67 percent) metropolitan authorities formally consider cycling infrastructure as part of road works compared to 27 percent of regional/rural authorities.

Table 10 Cycling infrastructure planning integrated with road works planning

Area	Road works (construction/maintenance)			
	Formally considered	Informally considered	Not generally considered	Total (N)
Metropolitan	39 (67%)	16 (28%)	3 (5%)	58
Regional / rural	35 (27%)	52 (40%)	42 (33%)	129
Total	74 (40%)	68 (36%)	45 (24%)	187

Note: the percentages given should be read with respect to the total (N) given in the last column and any error is due to rounding

Table 11 Cycling infrastructure planning integrated with new development planning

Area	New developments			
	Formally considered	Informally considered	Not generally considered	Total (N)
Metropolitan	44 (77%)	8 (14%)	5 (9%)	57
Regional / rural	58 (45%)	37 (29%)	34 (26%)	129
Total	102 (55%)	45 (24%)	39 (21%)	186

Note: the percentages given should be read with respect to the total (N) given in the last column and any error is due to rounding

Table 12 Cycling infrastructure planning integrated with parks/recreation planning

Area	Parks/recreation			
	Formally considered	Informally considered	Not generally considered	Total (N)
Metropolitan	42 (74%)	14 (25%)	1 (2%)	57
Regional / rural	59 (45%)	54 (42%)	17 (13%)	130
Total	101 (54%)	68 (36%)	18 (10%)	187

Note: the percentages given should be read with respect to the total (N) given in the last column and any error is due to rounding

Table 13 Cycling infrastructure planning integrated with tourism planning

Area	Tourism			
	Formally considered	Informally considered	Not generally considered	Total (N)
Metropolitan	12 (23%)	18 (34%)	23 (43%)	53
Regional / rural	32 (25%)	58 (45%)	38 (30%)	128
Total	44 (24%)	76 (42%)	61 (34%)	181

Note: the percentages given should be read with respect to the total (N) given in the last column and any error is due to rounding

Respondent authorities in all areas seem to consider cycling in new developments and parks and recreation more often than in road works. Cycling is more commonly considered in tourism planning in respondent regional/rural local government areas than in metropolitan areas.

9 MONITORING OF CYCLING

Authorities were asked if they undertake any monitoring of cycling. Of the 194 respondents (59 metropolitan, 132 regional/rural) 12 percent (23) undertake cycling counts.

If the respondents answered yes, they were asked to provide the method that they use to undertake these cycling counts. Most said they used manual counts and some of the respondent authorities said they are looking into the use of electronic and automated monitoring. Some of the counts were said to be done annually and others said they were not done on a regular basis.

10 PROMOTION

10.1 Maps

The authorities were asked how they promote cycling and if they have a map of the bicycle network available to the public. All survey participants answered this question and the responses are shown in Table 14. Authorities that answered yes were asked to provide a description of the means by which the maps are made available to the public. This has been summarised in Table 15. The 'other' category has been used to categorise authorities that said they hand out material on request.

Table 14 Cycling Map Availability

Do you have a map of your cycling network available?	Metropolitan		Regional/Rural		Total	
	Yes	No	Yes	No	Yes	No
	80% (48)	20% (12)	39% (52)	61% (81)	52% (100)	48% (93)

Table 15 Method of Distribution of Cycling Map

	Metropolitan		Regional/Rural		Total	
Website	33%	16	43%	22	38%	38
Hardcopy	38%	18	43%	22	40%	40
Both	29%	14	12%	6	20%	20
Other	0%	0	1%	2	2%	2

10.2 Active promotion

The survey also asked if local government had actively promoted cycling in the last 12 months. The following is a summary of the means by which local government have actively promoted cycling in the last 12 months. Respondents were allowed to select more than one answer. Tabulated results can be seen in Table 16. It is interesting to note that eight metropolitan authorities and two regional/rural authorities responded to all five categories.

Table 16 Promotion of cycling within last 12 months – means of delivery

Activity	Metropolitan	Regional/rural	Total
Bike Week	31 (52%)	30 (22%)	61 (31%)
Maps/brochures	41 (68%)	32 (24%)	73 (38%)
Community engagement activities	27 (45%)	32 (24%)	59 (30%)
Council websites	33 (55%)	25 (19%)	58 (30%)
Travel behaviour change programs	24 (40%)	7 (5%)	31 (16%)
No active promotion	9 (15%)	71 (53%)	80 (41%)
Other	22 (37%)	24 (18%)	46 (24%)

Twenty-four percent of respondents provided further comment as to how they have been promoting cycling in the last 12 months. Most of the responses expand on the activity categories above and included initiatives such as:

- cycling events and races, including sponsorship of events
- bikeway openings
- bike parking at events
- bike skills/education and maintenance courses
- free bicycle hire, recycled bikes
- seminars and presentations
- riding school bus
- media articles
- signage of rural cycle routes
- supporting bicycle user groups
- green travel plans for staff
- health promotion events.

10.3 Additional comments on the promotional role of the ABC

The promotion of cycling was further discussed by respondents in the qualitative open ended sections of the survey. When asked what other support the ABC could provide to local authorities, two main types of comments arose; additional promotion of cycling, and better coordination of contacts for cycling.

Various respondents requested that increased promotion of cycling is developed to take advantage of the current publicity around global warming. They also wanted the promotion to particularly target a potentially wider group of people. The promotion of cycling was seen to currently be very city focussed. Some respondents requested that the ABC create a greater diversity and wider distribution of promotional programs and take opportunities to leverage off other forms of media.

Respondents indicated a need for information on who to contact about cycling at the various agencies, within the various tiers of government and industry, and how to contact them. The ABC was seen as a possible 'portal' for this contact information for the various groups and other people who may need to be contacted to assist in the development of cycling across the nation.

11 CONSULTATION

The survey asked local government about who they consult in regard to cycling issues. Table 17, Figure 5 and Figure 6 show the responses.

Table 17 Groups consulted in regard to cycling issues

Region	Local bicycle user groups	State bicycle association	Local government bicycle advisory committee	Schools	Other	None	No. =
Metropolitan	44 (35%)	30 (23%)	17 (13%)	12 (9%)	20 (16%)	5 (4%)	55
Regional / rural	60 (30%)	28 (14%)	11 (5%)	42 (21%)	25 (12%)	37 (18%)	97
Total	104 (31%)	58 (18%)	28 (8%)	54 (16%)	45 (14%)	42 (13%)	152

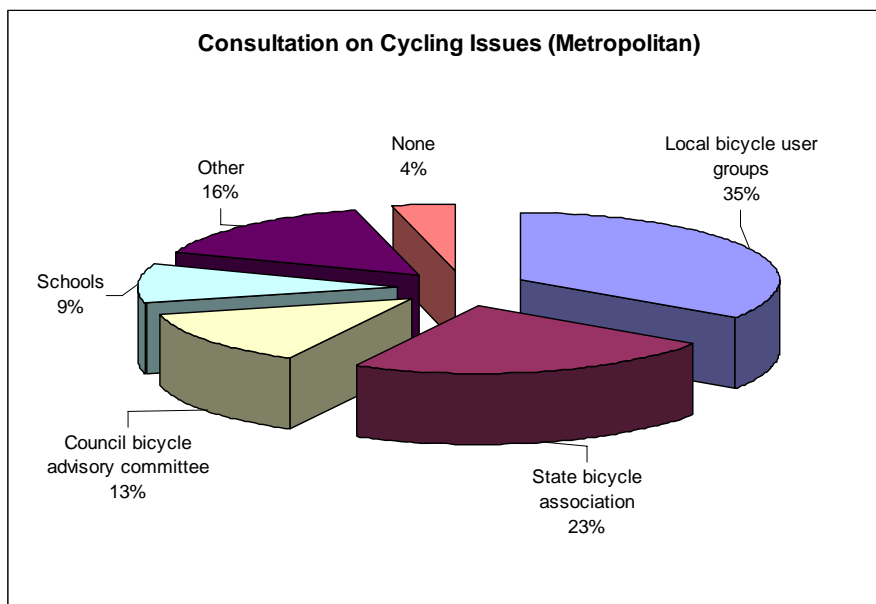
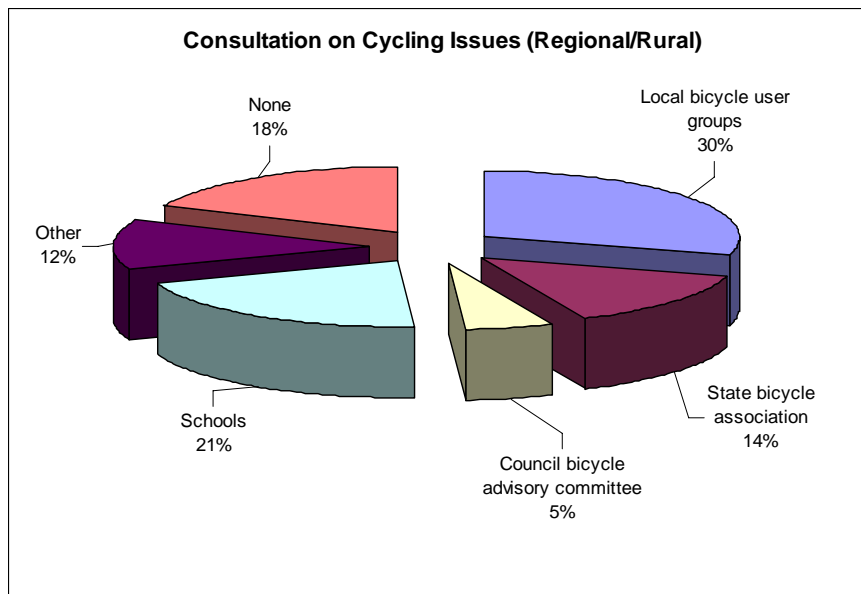


Figure 5 Groups consulted on cycling issues (Metropolitan)**Figure 6 Groups consulted on cycling issues (Regional / Rural)**

12 SUPPORT FROM ABC

The Australian National Cycling Strategy 2005-2010 has identified a wide range of actions. The survey asked local government how relevant three of the actions are to their needs: establishing a web-based cycling resource centre; resources to aid local government to secure grant funding for cycling; and researching new technologies and initiatives aimed at improving cycling safety.

The ratings were 1 to 3, where 1 is the most desirable and 3 the least desirable. Table 18 Relevance of National Cycling Strategy actions to authorities shows the average results from the respondents. The respondent local government authorities prioritised the three actions in the same order whether they were in a metropolitan or a rural/regional area.

Table 18 Relevance of National Cycling Strategy actions to authorities

Actions	1	2	3	Response count
Establish a web-based cycling resource centre as a repository for data, information and best practice relating to cycling planning, policy, programs and projects.	30% (56)	40% (75)	30% (57)	188
Develop resources that assist local government to secure funding for cycling projects.	69% (129)	20% (38)	10% (19)	186
Research and trial new technologies and initiatives aimed at improving safety for cyclists.	24% (45)	33% (61)	42% (78)	184

The ratings are averaged, rating of one is most desirable, a rating of three is least desirable

12.1 Other Issues

Finally, the survey asked for comments on what other support that the ABC could provide to authorities. There were a large number of comments in response to these questions; however the main focus of the comments were for the ABC to:

- advocate to all levels of government and developers on the benefits of cycling (health, carbon neutral transport, tourism, recreation) e.g. provision of 'cost benefit facts' on the provision of cycling infrastructure
- promotion of standards (designs, plans, strategies), best practice models (including international examples) and examples to illustrate what can be achieved, events and education (for practitioners and users).

13 CONCLUSION

The results show the majority of local government respondents to the survey, (almost one in three local government authorities), have cycling strategies in place and are implementing facilities, infrastructure, programs and events on an annual basis. The extent of the development varies substantially and is highly dependent upon the budget available. Regional/rural communities in particular indicated that they have difficulty accessing sufficient funding. Expenditure on a range of bicycle-related programs (mostly infrastructure, but also end of trip facilities, signage, planning, bicycle education, promotion and events) averaged \$366,000 per year in metropolitan areas compared with \$116,000 per year in regional/rural areas. In total, the respondent local government authorities spend in excess of \$37 million per year on bicycle-related programs.

Ninety-three percent of local government respondents have a bicycle plan or are developing one. This indicates cycling is a significant issue and perhaps aligns with the key role that local government plays in making communities liveable. Very few (nine) local government authorities reported having a mode share target for cycling.

In addition to program expenditure, almost half of the respondent metropolitan authorities had dedicated staff working on cycling, compared to 15 percent of regional/rural authorities. Bike fleets for staff seem relatively common in the respondent metropolitan authorities (38 percent), but much less so in the regional/rural local government areas (4 percent).

The respondent metropolitan authorities reported that they have about 70 kilometres of existing cycle network (on and off road) facilities on average, with about 40 kilometres on average in each of the regional/rural authorities. Respondent authorities proposed a further 100 kilometres of cycle way network, either on or off road. Only 12 percent of respondents report that they monitor the usage of cycling facilities.

Authorities that responded to the survey are integrating cycling into their core infrastructure activities such as road works (construction and maintenance) and planning. However, in metropolitan areas cycling networks are more commonly being integrated into open space areas in new developments while they are considered in tourism planning in the regional/rural areas.

Promotion of cycling, by the respondent authorities, through the provision of cycling maps to the public is very common in metropolitan areas (80 percent), however this type of promotion is less common in the regional/rural areas (39 percent). A broad range of other promotional activities were reported, however, some respondents did no active promotion of cycling and/or cycle ways (15 percent metropolitan and 53 percent regional/rural).

A high rate of difference on almost all aspects of cycling between the respondent metropolitan and regional/rural local government areas was noted throughout the survey results. This dichotomy between metropolitan and regional/rural local government areas needs to be addressed by the various state and territory government cycling agencies when assessing funding allocations, reviewing planning and infrastructure requirements and formulating strategies for dealing with cycling-related matters.

The respondent metropolitan authorities have:

- almost double the amount of existing networks
- staff dedicated to cycling related activities
- availability of bike fleets for staff
- higher levels of expenditure per annum for cycle related activities.

This very noticeable difference between the regional/rural and metropolitan locality types is explained by the regional/rural respondents as being a result of:

- difficulty in spanning the much greater distances between nodes of interest in regional areas
- limited funding, especially due to persisting drought conditions
- difficulty in competing with metropolitan authorities for the limited grant funding available
- major safety issues with on-road cycle ways due to the prevalence of heavy vehicles in many areas.

Most respondent authorities reported undertaking some form of consultation with cycling stakeholders. Local bicycle user groups (BUG) were the most commonly consulted stakeholder group, however greater consultation across a broader range of user-types is required to achieve greater assimilation of cycling throughout the community.

Key areas that require action in response to the survey responses are listed in order of ease of achievement and/or necessity for funding:

- liaison with key stakeholders in the preparation of planning for cycling infrastructure and activities, e.g. BUG and schools
- promotion of cycling through existing infrastructure and activities, e.g. local government websites, mayoral columns and existing community activities
- development of cycling plans and strategies by local government authorities that do not have any current plans
- development of maps and promotional material for local cycle paths
- local and regional input into state and territory integrated cycling network plans.

The survey sought guidance from authorities on where priority should be given to the three actions from the National Cycling Strategy. The respondents gave the highest priority to developing resources that assist local government secure funding for cycling projects, followed by establishment of a web-based cycling resource centre. To this end the ABC has utilised the information, comments and data collected from the survey, and the ABC Cycling Resource Centre (CRC) will be operational by November 2007. A key component of the CRC will be a section on

funding opportunities available to local government authorities across Australia for cycling infrastructure, facilities, planning, services and events. Other sections of the CRC will include engineering & planning, education & training, promotion, recreation & tourism, and research on cycling.

The CRC is anticipated to enable authorities create integrated cycling networks to provide uncomplicated cycling opportunities throughout communities, which in turn will generate recreation and tourism benefits and a healthy population utilising a sustainable transport infrastructure.

14 APPENDIX A: LETTER TO LOCAL GOVERNMENTS

Copy of letter to local governments on following page.



19 March 2007

Dennis Walsh

Chair

Dear Lord Mayor/Mayor or CEO

Council Name

Street Address

City Pcode

Local Government Cycling Survey

Dear Salutation,

Over recent years, Australia has seen a significant growth in bicycle ownerships and use. Australians are becoming increasingly aware of the convenience, enjoyment and widespread health and environmental benefits of cycling. 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.

The Australian Bicycle Council is the national body that manages and coordinates implementation of The Australian National Cycling Strategy 2005-2010.

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

The Australian Bicycle Council with the support of Australian Local Government Association is conducting a survey of Local Government to facilitate the delivery of the strategy. Local governments, in many cases, are leading the way in provision of cycling infrastructure and promotion of cycling.

The National Cycling Strategy calls for improved coordination and integrated planning between different levels of government. To assist this, a survey has been designed to benchmark the current status of cycling at the local government level across Australia. This survey aims to establish at a national level:

- the current level of cycling infrastructure
- the current level of priority for cycling within Local Government

- how the Australian Bicycle Council can facilitate Local Government involvement in cycling activities

All responses to this survey will be treated as strictly confidential. Individual Councils will not be identified in the final report. Specific examples of interest stemming from this study will only be used with Council's prior permission.

Here is a link to the survey which can be completed on line:

<http://www.surveymonkey.com/s.asp?A=174986984E27074>

Please complete and return the survey by Tuesday 10 April 2007. Any queries regarding this survey can be directed to the survey coordinator:

Sarah Boeske
Secretariat Australian Bicycle Council
Phone: (07) 3834 8167
Email: sarah.l.boeske@mainroads.qld.gov.au

The Australian Bicycle Council will ensure you receive a summary report of the results once the survey is finalised. On behalf of the Australian Bicycle Council and the Australian Local Government Association, we would like to thank you for your support of this initiative.


Yours sincerely,



Cr Paul Bell AM

President

Australian Local Government Association



Dennis Walsh

Chair

Australian Bicycle Council

15 APPENDIX B: COPY OF SURVEY

Copy of survey to local governments on following page.

1.

The Australian Bicycle Council is the national body that manages and coordinates the implementation of The Australian National Cycling Strategy 2005 – 2010. This survey has been developed to facilitate the delivery of the strategy. This survey aims to establish at a national level:

- the current level cycle infrastructure
- the current level of priority for cycling within Local Government
- how the Australian Bicycle Council can facilitate Local Government involvement in cycling activities

All responses to this survey will be treated as strictly confidential. Individual Councils will not be identified in the final report. Specific examples of interest stemming from this study will only be used with Council's prior permission.

Could you please complete the survey by Tuesday 10 April 2007. Any queries regarding this survey can be directed to the survey coordinator:

Sarah Boeske
Secretariat
Australian Bicycle Council (Austroads)
Phone: (07) 3834 8167
Email: sarah.l.boeske@mainroads.qld.gov.au

1. What is the name of your Council and in what type of area is it located?

- Metropolitan area
- Regional area
- Rural area
- Council's name (and state):

2. Does your Council undertake cycling counts?

- No.
- Yes, if yes, what method do you use?

3. Does your Council have a bike fleet for staff to use?

- No.
- Yes, if yes, how many bicycles are in your bike fleet?

4. What is your Council's current mode share for cycling (if known)?

Journey to work (% mode share)

% of all trips (if known)

5. Does your Council have a target mode share for cycling?

- No. Go to question 7.
- Yes, if yes, what is the target (eg. % journey to work; % of all trips)

6. By what year does your Council aim to achieve this target?

year

7. Does your Council have dedicated staff for cycling activities?

No.

Yes, if yes, number of 'full-time equivalent' staff.

8. Who is your Council's main contact for cycling issues?

Name:

Position:

Unit:

Phone:

Email:

9. What is the status of your Council's bicycle strategy or plan?

No strategy/plan. Go to Question 13.

No strategy/plan but it's being developed now.

Yes, we have a strategy/plan but it's being revised.

Yes, we have a current strategy/plan. If you answered yes here, in what year was it developed?

10. What years does (or will) your strategy or plan cover (eg. 2005-2010)?

11. What does your bicycle strategy or plan cover?

- Infrastructure
- Education and encouragement
- User safety and personal safety
- Integration with public transport
- Mid-journey and end of trip facilities
- Bikeway signage
- Land use planning
- Cycle tourism
- Riding to school
- Other (please specify)

12. Do the following Council documents reference your bicycle strategy?

- Local transport plan
- Developer contributions/ infrastructure charging
- Planning scheme
- Environment strategy
- Recreational strategy

- Health strategy
- Other (please specify)

13. What cycling network facilities does your Council currently provide?

Kilometres (estimated) of off-road cycle and shared paths

Kilometres (estimated) of on-road cycle lanes

14. Total proposed cycle network when finished?

kilometres

15. Please indicate how provision of bicycle facilities is integrated into the following:

	Formally considered	Informally considered	Not generally considered
Road works (construction/maintenance)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New developments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks/recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tourism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. Do you have a map of your bicycle network available to the public?

No.

Yes, if yes, in what format eg. website (please provide site) or hard copy?

17. How has your Council actively promoted cycling over the last 12 months?

- Bike Week
- Maps/brochures
- Community engagement activities
- Council website
- Travel behaviour change programs (eg. TravelSmart)
- No active promotion
- Other (please specify)

18. What cycling user or advocacy groups does your Council consult on cycling issues?

- Local bicycle user groups
- State bicycle association
- Council bicycle advisory committee
- Schools
- Other (please specify)

19. Please indicate the Council's expenditure (to the nearest \$10,000) on bicycle related programs for 2005-2006. Provide the expenditure breakdown, if possible by the following categories.

If you cannot provide a breakdown, please provide the approximate TOTAL expenditure (to the nearest \$10,000) without the \$ sign.

New construction of paths and on road cycling lanes	<input type="text"/>
Maintenance of paths and on-road cycling lanes	<input type="text"/>
Purchase and installation of cycling parking facilities (eg. bike racks, secure cages at schools etc)	<input type="text"/>
Purchase and installation of other "end of trip" cycling facilities (eg. showers, lockers etc)	<input type="text"/>
Maintenance of "end of trip" cycling facilities	<input type="text"/>
Bikeway signage (eg. Route and warning signs)	<input type="text"/>
Development of bike plan	<input type="text"/>
Bicycle education program	<input type="text"/>
Bicycle information (printing of maps etc)	<input type="text"/>
Cycling/bikeways promotion	<input type="text"/>
Cycling events	<input type="text"/>
TOTAL	<input type="text"/>

20. The Australian Bicycle Council has identified the following actions as part of the National Cycling Strategy. Please rank these in order of relevance to your Council (1 being most desirable).

	1	2	3
Establish a web-based cycling resource centre as a repository for data, information and best practice relating to cycling planning, policy, programs and projects.	j0	j0	j0
Develop resources that assist local government to secure funding for cycling projects.	j0	j0	j0
Research and trial new technologies and initiatives aimed at improving safety for cyclists.	j0	j0	j0

21. What other support could the Australian Bicycle Council provide to your Council to assist in promoting cycling and infrastructure development?

22. Do you have any other comments concerning cycling that you would like to make to the Australian Bicycle Council?

Thank you for completing the survey. Please click on the 'done' button to send your results.