

# Response to Draft Future Transport Strategy 2056

December 3 2017

The Amy Gillett Foundation welcomes the opportunity to provide feedback on the Draft Future Transport Strategy 2056.

## About us

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The Amy Gillett Foundation (AGF) is a national organisation with a mission to reduce the incidence of serious injury and death of cyclists in Australia. The AGF was founded in 2006 after the tragic death of Amy Gillett, who was hit by a driver while training with the Australian cycling team in Germany. Amy's parents, Denis and Mary Safe, and her husband, Simon Gillett, started the AGF to help create a safer cycling environment in Australia.

Our goal is for safe cycling in Australia, and our vision is zero cyclist fatalities. We draw on evidence and international best practice, and collaborate with government, business and the community to create a safer environment for cyclists, while maintaining an efficient road network for all road users.

## Response and recommendations

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Already 15.5% of Australians (3.74 million people) ride a bike in a typical week.<sup>1</sup> However, safety is a major barrier to cycling participation. We know that more people would ride more often if cycling was safer, with fear of sharing the roads with drivers and the lack of dedicated cycling infrastructure most often cited as the reasons for not riding.<sup>2</sup>

By making riding a bike easy, safe and accessible, cycling for transport can be part of more people's daily routines. In order to increase cycling participation, **the AGF strongly recommends that governments at all levels support and invest in an environment that makes cycling safer.** This includes prioritising and bringing forward investment in cycling safety infrastructure projects, and ensuring funding is committed and detailed project timelines are set and met. In addition, initiatives for investigation should be considered at the same time as the roll-out of funded initiatives, to ensure the Future Transport Strategy keeps pace with innovation.

We are pleased that the Draft Future Transport Strategy 2056 recognises the contribution that cycling as a mode of active transport can make to the growth and the economy of New South Wales over the next 40 years.

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<sup>1</sup> Australian Bicycle Council. (2017). National Cycling Participation Survey. Available at: <http://www.bicyclecouncil.com.au/publication/national-cycling-participation-survey-2017>

<sup>2</sup> RAC WA. (2015). Cycling Survey 2015. Available at: <https://rac.com.au/car-motoring/info/cycling-in-wa>

We are also pleased to see the extensive collaboration between Transport for NSW, the Greater Sydney Commission, Infrastructure for NSW and the Department of Planning and Environment on the development of the Future Transport Strategy and draft Supporting Plans. This approach, together with the extensive stakeholder and community engagement and feedback process, will help to ensure the Future Transport Strategy and Supporting Plans are robust and informed by a wide range of expertise and views, and best position them for effective implementation.

Overall, this draft Future Transport Strategy and Supporting Plans are focused, strategic and detailed. We are encouraged by the considerable work that has gone into creating these plans and the extensive accompanying engagement strategy.

In our experience working for safe cycling in Australia, there are often occasions where great planning fails to be executed. There are many existing transport, road and plans and strategies to facilitate safer cycling in Australia which are currently not actioned in part or in whole. We therefore note the importance of setting detailed action plans and committing funding to the implementation of the final Future Transport Strategy and Supporting Plans, once finalised.

The Amy Gillett Foundation is the peak cycling safety organisation in Australia with extensive experience in working with all levels of government on cycling safety programs and projects. We are committed to continuing to work with the Centre for Road Safety and Transport for New South Wales to ensure the Future Transport Strategy and Supporting Plans are realised and contribute to a safer road environment for cyclists and all road users.

## Specific Recommendations

We have the following comments and recommendations on the Draft Future Transport Strategy 2056:

Page	Comment/Recommendation
26	Strongly support the use of the Safe System approach in the drive Towards Zero
28	Welcome the recognition of active transport (walking and cycling) as a means to lower congestion, improve air quality and better health and wellbeing
35	Strongly support the establishment of safe separated walking and cycling paths to and within centres. The use of shared paths may be appropriate in some locations, but user preference is for separation
35	Support the establishment of bike share services
51/52	Support e-bike share services at interchanges
70	Support the creation of a Green Grid for walking and cycling. Networks must provide safe and convenient access to and within all residential, commercial, community and employment areas
72	All major transport projects must include mandatory separated cycling infrastructure and facilities
72	Suggest that centres should be planned giving priority to walking and cycling, rather than 'greater focus'
74	Education and enforcement are also critical in working towards a zero trauma road network. This should include cyclist-specific training as part of driver licensing and driver

	skills refresher training and the enforcement of minimum passing distance ‘a metre matters’ legislation
78	<p>The staged investment approach is a sensible plan for ensuring initiatives are prioritised, however, the suggested timeframes should be brought forward. There is not a clear justification for the proposed length of delivery periods for each stage. In addition, funding needs to be committed and detailed project timelines need to be set and met, with investigation of additional initiatives occurring at the same time as funded initiatives are being implemented.</p> <p>Regarding the three categories outlined, we suggest the following timeframes:</p> <ol style="list-style-type: none"> <li>1. Committed / funded initiatives: 0-5 years</li> <li>2. Initiatives for investigation: 0 – 5 years</li> <li>3. Visionary initiatives: 0-10 years</li> </ol> <p>These timeframes will ensure funded programs are efficiently implemented, and investigation of new initiatives keeps better pace with technological changes in transportation. In particular, it is imperative that Category 1 initiatives that relate directly to safety programs be expedited.</p>
84	Strongly support the expansion of the Greater Sydney Principal Bicycle Network and the Green Grid. The Green Grid will form the critical fine-grain local level connections between where people live, work, shop, visit etc
90	‘It will also include the provision of a safe system that allows pedestrians and cyclists to confidently travel the network’. We question the use of the word ‘confidently’ here. Cycling infrastructure must be safe and accessible, regardless of whether people are confident on a bike. The network should safely accommodate people of all ages, abilities and confidence levels