




\$1.4 billion economic benefit walking + cycling for transport

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Summary



WHY cycling + walking matter

- Economic benefits including health
- 'Low-hanging fruit'

WHAT needs to be done

1. Plan
2. Build
3. Encourage,
4. Co-ordinate



WHY cycling + walking matter



- Equity
- Economic benefits
- Low-hanging fruit
- 'Bullcreek Syndrome'



Space efficient

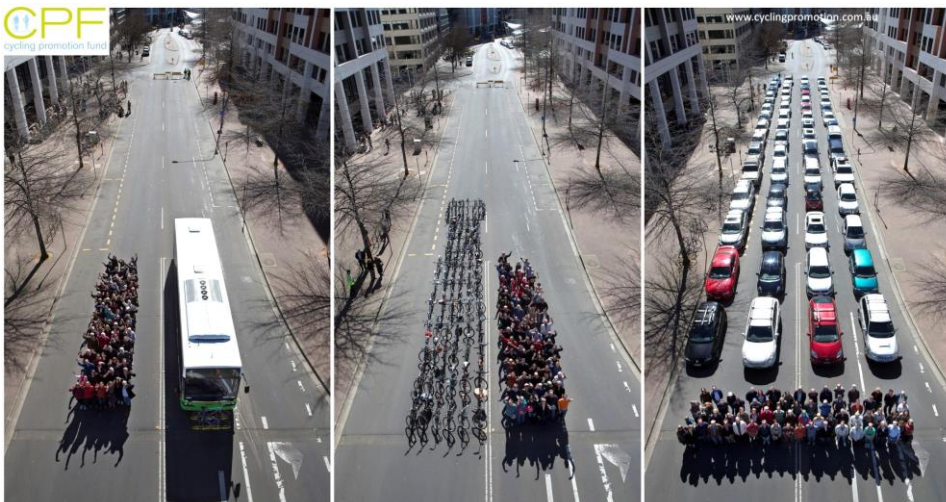


Photo by Cycling Promotion Fund, Canberra



Why cycling matters



4.0 million Australians ride a bike **every week**

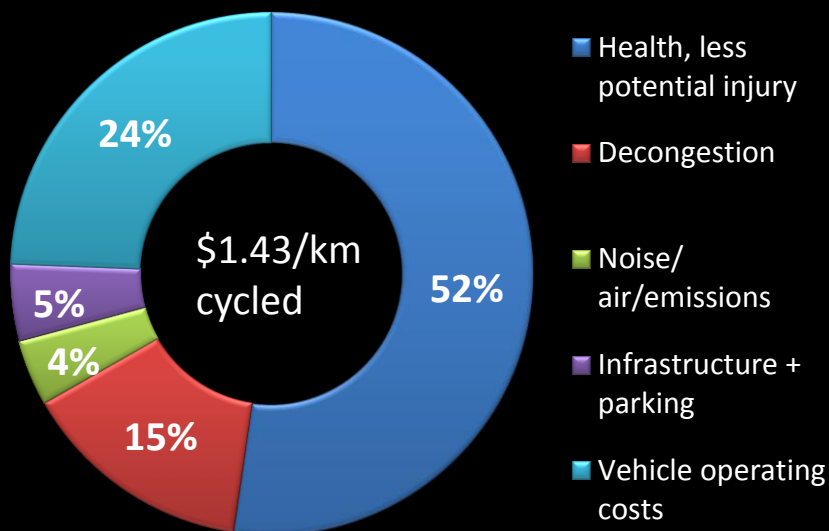
=17.4% of the population

8.3 million Australians ride at least once a **year**



ABC 2015 'National Cycling Participation Survey'

Economic benefits of cycling for transport



Data: 2010 figures by Qld DTMR, reported in federal 2013 WRAPT paper

WHY cycling matters



Cycling to work benefits the economy:

103,893 people cycle daily to work (ABS 2012)

x 9.2km return trip (4.6km average each way, Charting Transport)

x \$1.43/km benefit to economy

= \$1,370,000 benefit to the economy

“\$1.37 million a day from bike commuters”

x 260 working days a year

= **\$355,000,000 / year** to economy

“\$355 million a year from bike commuters”



\$1.43 billion every year!



Savings to national economy by ‘active travel commuters’:

Cycling \$355 million / year

Walking \$416 million / year

Walk to PT \$658 million / year

TOTAL \$1,429 million/ year (in 2011 figures)

“Active Travel saves the national economy

\$1.43 billion a year”



AT = \$1.43 billion every year



The next \$ billion?



The next \$1 billion?



We could save a further **\$1 billion**
by convincing **350,000** adults to
swap **2-3 hours/week driving to cycle/walk**

(ie. 40km/week cycled)

Plan + build for the 'low-hanging fruit'

- a) Living < 5km from work/study
- b) Living < 2km from major transport hub
- c) 'Interested but concerned' cohort



1. PLAN

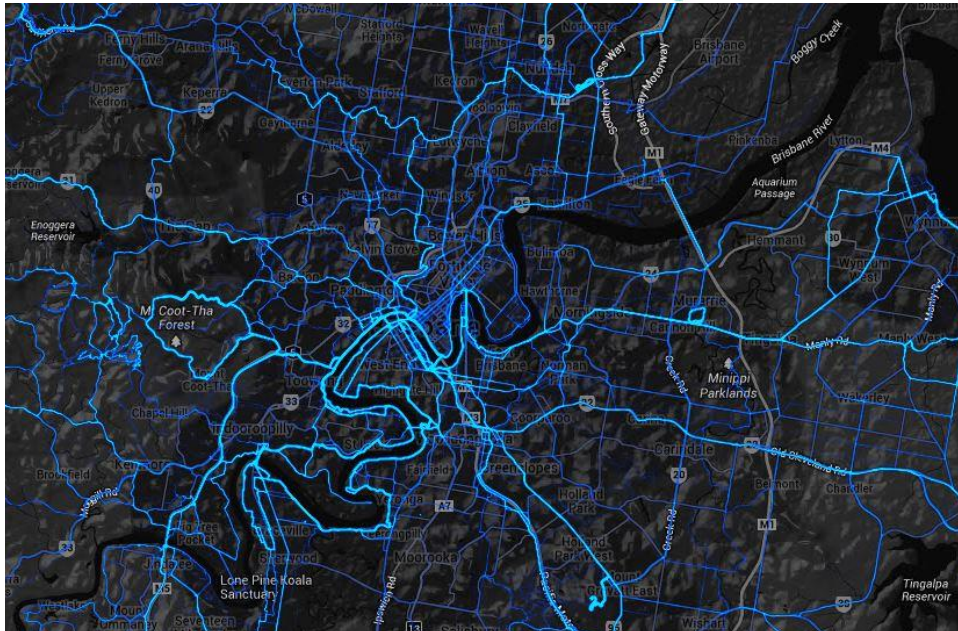


Include walking + cycling when planning for **all** land use and transport:

- Networks of continuous, convenient connections
- Focus on 20-minute catchments
 - 5km bicycle ride / 2km walk
 - Bus stops 400m/ 800m to PT



Strava 'heat map' - Brisbane



Low-hanging fruit



b) People who live close to work/study

~ 600,000 (14%) live < 5km from work

~ 700,000 (16.5%) live 5-10km from work

= 1,300,000 adults live < 10km from work

Most of them drive

(ie. 40km/week cycled)

If a quarter (350,000) swap 2-3 hours/week

driving to cycling, we'd save \$1 BILLION annually



Low-hanging fruit



- c) Leverage **public transport** assets by expanding **catchment potential**
ie walk/cycle to train/tram/bus stop

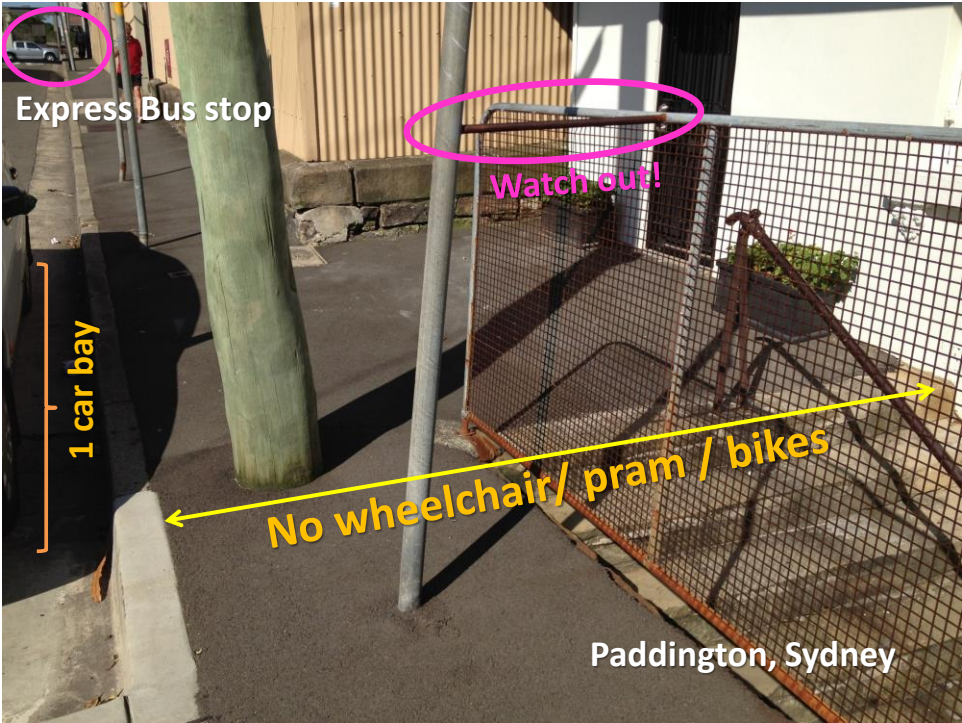
"Bullcreek Syndrome"

(ie. 40km/week cycled)



One problem, however, is that local street networks don't always support good walking or riding connection to train stations. At Bull Creek station, some houses are only 260 metres from the station in a direct line, but require a walk of up to 1570 metres along the footpath.





2. BUILD



Deliver appropriate infrastructure:

- Create **safe environments**
 - Separate from high-speed, high-volume traffic
 - Allocate/ Share road in low-speed, low-volume traffic
- Incorporate **when building other infrastructure**
- Leverage **public transport catchments**
- Improve **paths, intersections, facilities**
 - Prioritise bikes + pedestrians
 - Remove barriers, obstacles, bottlenecks



Why it matters



“The **distance** people will walk to transit depends on the **type of transit service**, but even more, on the **quality of the walking [and cycling] experience.**”

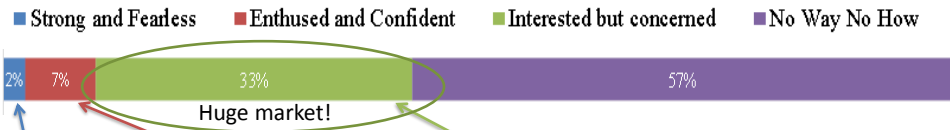
Brent Toderian, Twitter, 10 Aug 2015





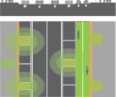


Roger Gellar scale



How would you categorise yourself as a bike rider?



ITLS 2015: Transport Survey Q1

Aust Govt, 2013, Walking, Riding + Access to Public Transport (WRAP) ministerial statement					
Street or road type	 Shared Zone with mixed traffic considered on a case by case basis	 High pedestrian activity areas	 Most urban roads	 Urban arterial roads	 Motorways and national highway network
Vehicle speed	< 20km/h	15-40km/h	40-60km/h	60-90km/h	90-110km/h
<div>Consider first</div> <div>↓</div> <div>Consider last</div>	Pedestrians	Pedestrians	Pedestrians on footpaths	Pedestrians + bicycles fully separated from vehicles	Pedestrians + bicycles fully separated from road environment
	Bicycles	Bicycle lane on road	Wide bicycle lane on road or shared path**		
	Public transport	Public transport	Public transport	Public transport	Freight vehicles
	Service vehicles	Service vehicles	Service vehicles	Freight and goods	Public transport
	Goods delivery	Goods delivery	Goods delivery	Service vehicles	Service vehicles
	Private vehicles	Private vehicles	Private vehicles	Private vehicles	Private vehicles



Build the right infrastructure



Build the right infrastructure



Build the right infrastructure



3. ENCOURAGE



Encourage all ages/ groups to participate:

- **Programs and incentives**

- Inform people of options (eg workplace travel plans)
- Improve skills + awareness (eg driver + cycling skills)
- Encourage kids, parents, employers, workers
- Aspirational, positive, fun!

- **Information**

- Good maps, route information
- Real time information (eg bus arrival at stop)



Humans On Bikes

Age 4 to 84



Humans On Bikes



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@HoBikes

#HumansOnBikes



4. CO-ORDINATE



Co-ordinate and fund **across agencies:**

- Link **plans** to **funding**
- Share best practice, monitoring, data, evaluation – eg APCC 2015 forum!



\$1 billion question summary



- Limited funding availability
 - Solution is Walking + Cycling + Public Transport
- WHY active transport matters
 - Economic benefits = \$1.43 billion annually
 - 'Low-hanging fruit'
 - a) Interested but concerned
 - b) 2km and 5km catchments
- WHAT needs to be done
 - Plan, build, encourage, manage
 - Minimise injury \$0.2bn annually



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