

# Increasing Active Transport in the Macedon Ranges

**TAG - Transport Action Group** (a recently formed sub-group within the **Macedon Ranges Sustainability Group - MRSG**) advocates for sustainable transport solutions for the whole community. We are guided by the latest industry, scientific and governmental reports on sustainability, health and safety.

Transport needs impact the urban design of our townships and the the urban design dictates the movements of our communities. Design appropriate transport infrastructure has a huge impact on the health and wellbeing of our community as well as a massive impact on our environment. The impact of which financially is now becoming apparent as well. Up until now our planning has been very car centric, decisions have been made without considering all road users particularly the most vulnerable.

Around the world there has a rethink, locally our government has begun some new initiatives to make the roads safer for all, to increase the communities incidental exercise promote by encouraging the community to engage in more Active Transport. It is now well recognised the role the urban fabric plays in our community health and wellbeing. Good design and planning provide a safe, interconnected community.

TAG is very keen to work with our local Council and road authorities to encourage Active Transport and implement some changes in our local communities starting with the **Woodend Town Structure Plan**

Some current government initiatives that we are aware of:

- TAC - Towards Zero - Safe measures including speed reduction
- VicRoads - Movement and Place - Sharing the road and taking cars off local streets
- DELWP - 20 Minute Neighbourhoods - pilot program focussing on Active transport
- Plan Melbourne - Walkability Index

Some organisations working with Government:

- Heart Foundation - Heathy Active by Design Blueprint for Active Transport
- Bike Bendigo - Bike Palooza festival, learn to ride, skills,
- Bike Bendigo - Cycling and Walking Strategy 2019
- Bicycle Network - Ride2School, Walk2School, Counts, 50/50 Women
- Victoria Walks - Walkability Assessments

The Heart Foundation has a team of urban planners working alongside government. They have developed:

- A Guide to planning environments for Active Living in Victoria  
<https://www.heartfoundation.org.au/images/uploads/main/Programs/Healthy-by-Design-a-planners-guide-to-environments-for-active-living-web.pdf>
- Victorian local government implementation tool  
<https://www.heartfoundation.org.au/images/uploads/main/Programs/HBDImplementationTool.pdf>
- Matrix of Design Considerations  
<https://www.heartfoundation.org.au/images/uploads/main/Programs/Healthy-by-design-matrix.pdf>

The Heart Foundation recommends Councils draft the 'Healthy by Design' principles into the 'Municipal Design Statement' to properly link the role of planning the built environment with the health and safety priorities of the community so that they are imbedded in all high level strategic planning across all Council activities.



# Recommendations

The current vision could be amended to reflect the following:

Council is committed to fostering the health, well-being and safety of residents and visitors by promoting an attractive, connected and vibrant municipality.

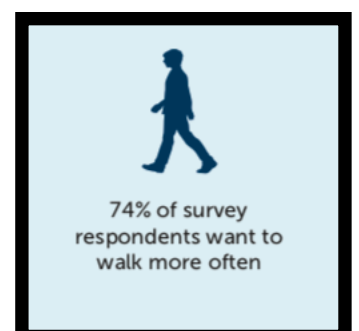
Key objectives associated with realising this vision are:

- **To foster community participation and social connectedness** - lower speeds so roads/pathways are shared and people dwell and spill out into public spaces. Support car free days and cycling walking days
- **Prioritise pedestrian and cyclists movement**, direct safe pathways through town, cars giving way eg. High St side streets allowing pedestrian/ cyclists.
- **Encourage PT usage** by accommodating bikes, on trains, end of trip facilities, reduce carpark space requirements.
- **To create an identifiable local sense of place**, re-establish Town Square, Clocktower precinct, avenue walk to Railway under treed canopy.
- **To support a safe, efficient and integrated pedestrian, transport and traffic network** that adequately serves the needs of residents, workers and visitors. Direct safe pathways and crossings
- **To enhance and maintain a range of open spaces** that are easily accessible and amenable and match the needs of the local community.
- **To create high-quality, safe and connected pedestrian and cyclist environments** to encourage active forms of transportation

# Implementation

TAG have looked at some current programs and initiatives which we are requesting the Council support in order to permit access to Active Transport and encourage much greater adoption:

- Support children's mobility projects such as the **Ride2School** with local school participation assistance
- Includes Woodend in the **National Bike & Shared trail use count** inclusion, Super Sunday, Super Tuesday.
- Support participation in **Ride2Work** days
- Pursue **Bike Friendly Accreditation** for Woodend Township
- Provide **cyclist education, skills & mechanic training sessions**
- Provide Mapping of most direct, safe **pedestrian and bicycle routes** into town
- Review of **road space allocation** with a view to creating safe and clear bicycle lanes
- Examine Walkability and accessibility upgrade projects such as **pedestrian crossings** to provide the necessary infrastructure
- Review and **upgrade of signage** to improve local legibility, information and way-finding
- Review **speed limits** to identify areas where speeds should be reduced to human tolerable levels ie. 40km/h or less (30km/h being worlds best practice)
- liaising with **VicRoads and other authorities** when considering infrastructure
- Prioritise the community with design of **shared trail networks** for tourists. Best practice is an integrated approach accommodating school children incidental activity pathways.



# Reduce speed limits

## 30km/hr Shared Roads

- All unsealed roads - anticipate pedestrians and cyclists sharing roads eg. Owen St, Davys St, Dickens St,
- Side roads to High St, pedestrian priority
- 30km signage to road entry

*30km/h is optimal speed to prevent vulnerable road users, pedestrian/ cyclist death\* TAC*

## 40km/hr throughout township

- 800m school boundary walking/cycling zone includes shopping precinct, homes, community facilities
- 40km/hr signage at road entry, 40 symbols and bike 'sharrows' painted on all roads
- Pedestrian crossings, raised road, painted, prioritising pedestrians on main roads
- eg Romsey Rd, Brooke St, Forest St, Ashbourne Rd...

*40km/h zones have been introduced in areas with lots of pedestrians such as schools, residential streets and shopping precincts so that if a collision does occur, those involved are protected from serious or fatal injuries.\* TAC*

## 50km/hr along High Street

- High Street has traffic lights to stop motorist to give way to pedestrians.
- Separated bike lane, continuous, preferable moved to side streets and parking moved to centre High St.
- Separated line markings on bike lane through township

## 60km/hr exiting town

- From the 800m school boundary within the entire town boundary
- eg. Avenue of Honour, Black Forest Road, Tylden Road, Mt Macedon Road, Ashbourne Rd
- Separated share bike lanes/ footpaths to run entire length
- Constructed shared trail to run beside, separated from motorists to accommodate, local school children and tourists.

*The risk of death for a pedestrian is more than 5 times higher when hit at 60km/h compared to 40kmh\*TAC*



**NB:** *There has been no result of the extensive VicRoads consultation regarding Black Forest Drive and Avenue of Honour. Since then we have had another death. There was a huge representation by local cyclists requesting their safety concerns be heard.*

# Speed reduction cont.

## 80km/hr on all rural roads

- Single lane roads with oncoming traffic hazard, trees, wildlife, property entrances, school buses, slow moving vehicles, cyclists, motorbikes...
- Wide verge on all rural roads accommodating cyclists commuting between rural townships
- Signage 'shared roads' eg. Chevalley, Cobb & Co. Boundary Rd
- Avenue of Honour - 60km/hr between town boundary & Honeysuckle Lane (2km) then 80km before crossing at Old School House
- Black Forest Drive - 60km/h between town boundary & Brick Kiln Rd (2km) then 80km/h until crossing at freeway entrance

# Speed humps, raised safety platforms (RSPs)

30km/hr and below are recommended speed to avoid damage to motor vehicles Ideal to incorporate with pedestrian crossing points

*To reduce the severity of any pedestrian or cyclist related crashes to a survivable level. \*VicRoads*

*Commonly found on roads with low speed limits, speed humps are used to slow traffic in order to improve safety conditions \*TAC*



### Residents want

- To be separated from cars when riding a bicycle
- More support for more organised walking groups
- More places and opportunities to learn to ride and develop riding skills for all ages
- Bendigo's trail networks to be connected and activated
- More maps, information resources and directional information on walking and cycling routes
- Safe and comfortable road crossings on trails

# Pedestrian crossings

Pedestrian prioritised line marking 'zebra crossings' line marking and may incorporate (RSPs)

School crossings with crossing monitors

*A designated place for pedestrians to cross a road, with appropriate infrastructure and signals to ensure they can best be seen by motorists.\* TAC*

## Romsey Rd

Currently a high speed, high traffic volume, dangerous road to cross. Slow down traffic entering Woodend to 50km/hr at freeway bridge

- 5 Mile Creek crossing for anticipated shared trail to Hanging Rock.
- Between Old Lancefield Rd and High St intersection connecting North Woodend community with central Township - school trail

## Brookes St

Currently a high speed, high traffic dangerous road. Slow traffic down entering Woodend from freeway bridge to 50km to crossing, then 40km through school crossing precinct

- Shirley Park crossing for retirement village residents
- Bowen St/ East st extension connecting rail walking trail with 5 Mile Creek trail and new Landcare Bridge
- Templeton St - school trail crossing
- Wood St - school trail crossing
- High St - railway link

## Forest St

High traffic volume, heavy trucks. Slow traffic down entering Woodend from Buffalo Stadium. Consider alternative traffic route along railway line for heavy vehicles.

Community precinct.

- Anslow St crossing to Buffalo Stadium - sports precinct
- Jeffreys St crossing -Heritage walk and 5 Mole Creek shared trail
- Margery Crescent - Community centre crossing
- High St crossing
- Ashbourne Rd

## High St

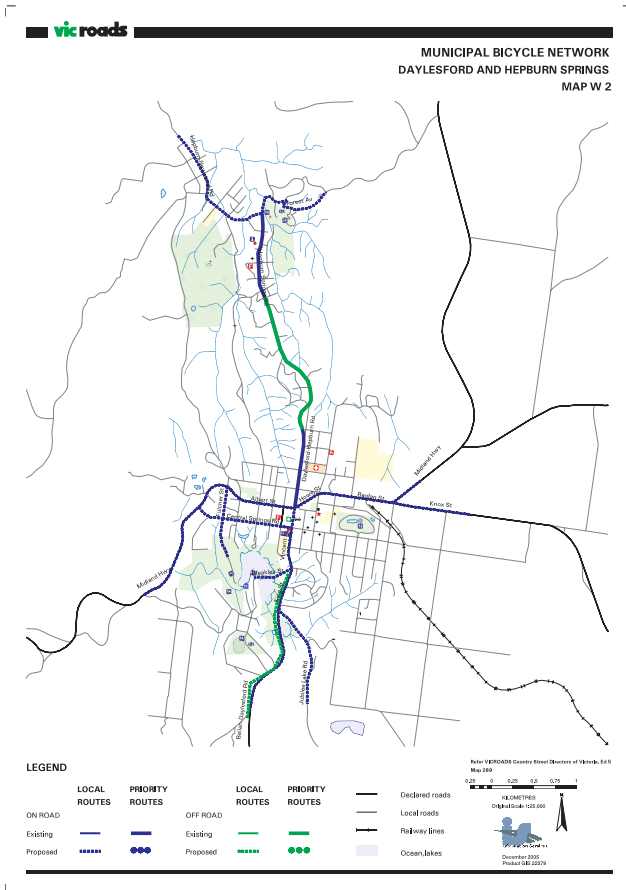
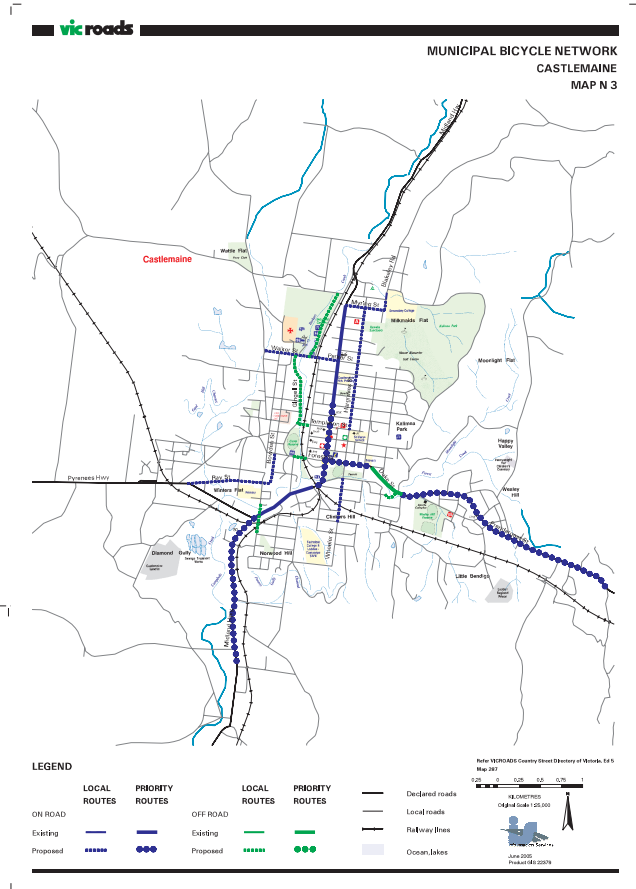
## Black Forest

## Avenue of Honour

## Ashbourne Rd

# Designated pathway map

There is a need to provide a map for the community which shows the designated safe direct pathways of travel for pedestrians, cyclists through town (shared paths, footpaths and bike paths). The map provides the most direct connections between schools, shops, and community buildings. Prioritising enjoyable safe routes with shade and shelter, lighting which provide sight lines to landmarks and nodes and are landscaped with trees & planting.



Destinations with trees, planting, bike racks, seating, well designed attractive spaces. This increases dwell time and enhances community connection and sense of place. Removing cars from our town centre or some car parking from the services/side roads reinvigorating the centre.

Bicycle network maps for townships of Daylesford and Castlemaine by VicRoads

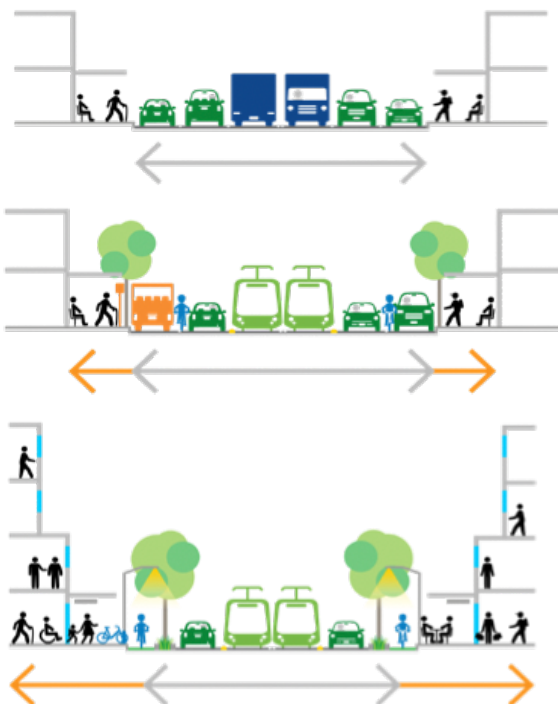
# Provide a sense of place

Plan Melbourne’s Movement and Place planning represents growing recognition that streets do not only move traffic from A-B, they serve as places and destinations in their own right.

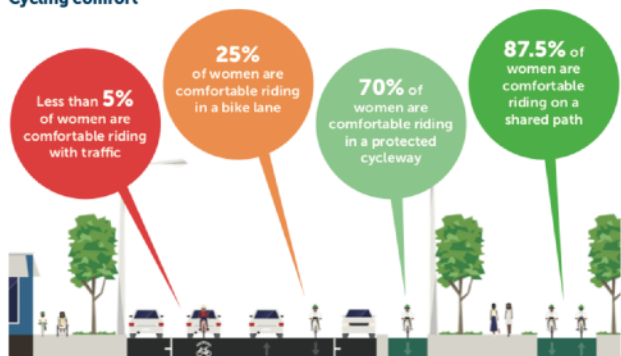
There is a natural tension between these two functions. As a movement corridor, every link aims to minimise travel time and keep people and goods moving. This has been the primary focus of road design for car centric planning. These ideas are now shifting to reflect community changing needs. Contrarily as a destination or place, Streets can aim to increase visitor dwell time. This is of great benefit to businesses.

Not all streets can be popular destinations, not all streets can prioritise vehicle movement, streets and roads can change functions along the way. Finding the right balance between the two is fundamental to integrated transport planning.

High Street Woodend could enhance its experience as a destination by bringing the cyclist into the side streets, remove roadside car parking to the central road. Re-establish the open space parkland, town square, Clocktower places to dwell. Pedestrian prioritised side streets in the context of road safety and beautification of the streetscape. Achieving the desired functions within the network as well as balancing the needs of people and communities.



## Cycling comfort



Walking & Cycling Strategy - Bendigo 2019

**Movement & Place in Victoria**  
*Changes of Street Usage*  
 Department of Transport

VicRoads

# Prioritise Safety

The Victorian Government Towards Zero Campaign is currently spending \$100 million building safer infrastructure for cyclists and pedestrians all over Victoria.

*It acknowledges that we all face risks on our roads. But our choice to use the road shouldn't cost us our lives.*

*That's why we need to ensure we have a safe transport system in place. Together we can build a system that protects us from our own mistakes and those of others.*

*The Towards Zero road safety principles are also in place across most Australian states and territories. Overseas, many other countries have adopted the same principles (also known as Vision Zero), including: Sweden, Canada, United Kingdom, France, Norway and large cities in the US, such as New York City, Los Angeles, Chicago and Boston.*

## Cyclists'

Cycling is an increasingly popular form of transport and recreation with more than 1.08 million people now riding a bike each week in Victoria.

Cyclists' are vulnerable to crashes. They commonly occur at; intersections, when leaving a path or driveway, or when a car door is opened into a cyclists' path or on rural roads through speed or inattention.

## Pedestrians

Bodies are fragile. The strongest body cannot withstand the impact of road trauma, even at relatively low speeds. Above 30km/h the risk of death or injury rises rapidly; this risk increases by 400% at just 50km/h. Children are even more vulnerable, so they need to be supervised around roads at all times. People using motorised mobility scooters and electric wheelchairs are considered pedestrians too.

# New Government initiatives

Separate paths and lanes are imperative. Cyclists will get improved routes to train stations and the CBD, new routes in regional areas, filling the 'missing links' in the existing bicycle network, and putting more markings and signs up. Encouraging cyclists to use local, low-speed streets and safe cycling routes; but also spread the word about cars travelling above 30km/h having the potential to kill cyclists and pedestrians. Communities and schools will get new safe cycling resources to reduce the risks that come with cycling. Pedestrians will have more kerb out stands, mid-block refuges and raised pedestrian crossings when walking in busy areas. In areas like shopping centres and public transport hubs, efforts to calm down traffic and keep people safe.

<https://www.towardszero.vic.gov.au/news/articles/safer-people-with-the-safer-local-and-busy-places-package>  
(Towards Zero campaign)



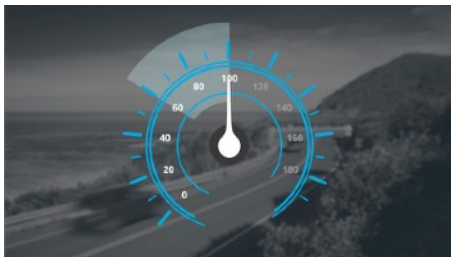
# Speed

## Why speed matters

Reconsidering speed limits to reflect community health and safety.

Traffic calming infrastructure such as raised safety platforms, speed humps, roundabouts help to manage speed.

Setting appropriate speed limits and travelling at safe speeds that are right for the conditions help reduce road trauma.



## Risk and Outcomes

As a vehicle's speed increases, so does the time it takes for the vehicle to come to a stop. Combined with the fact that the **higher the speed, the greater the impact**, it becomes clear how a small increase in speed can make a big difference in the seriousness of a crash.

**All road users are affected**, not only drivers and passengers. In fact, other road users such as pedestrians, cyclists and motorcyclists are more vulnerable and therefore more susceptible to death or serious injury if struck by a moving vehicle.

Studies show that small increases in speed can have large increases in the level of injury or the likelihood of death. Equally though, small decreases in speed can significantly reduce the severity of injuries to the vulnerable human, or avoid the crash in the first place.

One person is injured on Victorian roads every 30 minutes and the cost of road trauma is estimated to be more than \$3 billion each year. Speed plays a part in about one third of Victorian deaths and injuries, so improving the safety of road users relies heavily upon everyone travelling at safe and legal speeds appropriate for the conditions.

*The impact of the force of a car travelling at 30km/hr are enough to be fatal for a pedestrian. The death of a pedestrian is more than 5 times higher when hit at 60km/h compared to 40km/h \* TAC*

## Liveable Speeds - lowering speed limits in townships



Across Australia authorities are reducing speed limits to 40km/h in residential streets, school zones and in shopping thoroughfares. But should they be lower? 30km/hr is recommended

<https://www.bicyclenetwork.com.au/tips-resources/bike-friendly-communities/liveable-speeds/>

<https://www.whichcar.com.au/news/suburban-30kmh-zones-being-evaluated>

### LIVEABLE SPEEDS

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## Low Speed Locals

The people most likely to become road casualties – younger and older Victorians, motorcyclists, cyclists and pedestrians

- High speed streets make our neighbourhoods unattractive places to ride bikes.
- Nearly all bike trips start on local residential streets. But the speed and volume of most neighbourhood streets discourage men, women and children from riding.

<https://www.bicyclenetwork.com.au/our-campaigns/low-speed/>

[https://www.towardszero.vic.gov.au/safe-speeds/why-safe-speeds-matter?gclid=Cj0KCQjw3JXtBRC8ARIsAEBHg4k0Qr2StQIPnQAYsP5HMVTaPVvWMZGKNx7-owlxXizDWxfMsiHavPQoaAmNVEALw\\_wcB](https://www.towardszero.vic.gov.au/safe-speeds/why-safe-speeds-matter?gclid=Cj0KCQjw3JXtBRC8ARIsAEBHg4k0Qr2StQIPnQAYsP5HMVTaPVvWMZGKNx7-owlxXizDWxfMsiHavPQoaAmNVEALw_wcB)

## Local traffic precincts

Local traffic precincts are areas that are typically very busy, especially with vulnerable road users. For this reason, reduced speed limits are in place and are marked with clear signage. Drivers are encouraged to be extra vigilant and look out for other road users especially elderly people, cyclists, other cars, shoppers and children.

BEFORE



AFTER



## Rural roads

- Most fatalities happen on rural roads
- People driving on rural roads are four times as likely to be killed than those in city areas.
- Nearly half of all road deaths in Victoria happen on 100/110km/h roads.
- Almost a quarter of serious injuries occur on high speed rural roads, mainly due to drivers running off the road or hitting other vehicles head-on.
- Rural road crashes account for 65% of the Australian road toll
- The rate of serious road-related injury among residents in rural areas is nearly twice that of those in major cities

<https://www.towardszero.vic.gov.au/news/articles/Making-rural-roads-safer>

<https://www.whichcar.com.au/car-news/rural-roads-face-speed-limit-cuts>

<https://www.theguardian.com/australia-news/2019/jun/29/victoria-urged-to-lower-speed-limits-as-road-death-toll-jumps-50>



# Health & Wellbeing of Community

- The built environment has a profound influence on health
- 18590 people die of Heart disease each year - 51/day
- Physical activity prevents 30% heart disease
- Minimum amount of exercise is:
  - 30min/day Adults
  - 60 min/day Children
  - NB: 30% do not reach basic requirements
- Ideal is several hours of vigorous exercise/day
- 75% of children walked to school 20 years ago.

## Active Travel to School

Children will walk/cycle 800m (marked on the Woodend Town Plan attached)

Incidental exercise every day 800m = 20mins TOTAL 40mins/day

Children who walk to school are more likely to engage in physical activity and meet recommended guidelines

Physical Activity - Health

Safety - improve key links in Active Travel Network

Congestion - reduced by encouraging children independent travel

## Incidental Exercise

Incidental Physical exercise is the daily travel as a part of general life ie travelling to school/shops/services. It is the first priority of funding healthy activities for the community NOT expensive indoor stadiums costing both money and time.

Urban design is responsible for incidental exercise. Our current built environment discourages activity. It is fundamental all the community can access incidental activity.

## Melbourne (How would Woodend compare?)

- 37% of car trips in Melb are less than 3kms
- 53% of car trips in Melb are less than 5kms
- 70% of children are driven to school in Melb
- 80% live within 3km of school in Melb
- How would Woodend measure up?

If 50% of short car trips were walked 2.4M walking trips = \$3.2M savings to economy

29% of PT uses > 30mins/day solely by walking to the PT - 10K steps

\$1 invested in walking infrastructure = \$13 decongestion, health, environment

# Movement networks

## Well-planned networks of walking and cycling routes

- Provide an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations and points of interest eg. Hanging Rock, Kyneton, Gisborne, Daylesford.
- A direct safe route for pedestrians and cyclists to school, shops & community facilities.

## Streets with direct, safe and convenient access

- Design legible street networks that provide direct, safe and convenient pedestrian and cycle access eg pathway from railway station is not legible or direct.
- Position pedestrian crossings along all streets and roads with heavy traffic flows.
- Provide clear line of sight to landmarks eg. Clocktower and Railway Station

## Accessible open space for recreation and leisure

- Provide a range of public open spaces within walking distance from dwellings. Re-establish Town Square and Clocktower precinct, shade, seating. To clearly define walking and cycling routes that pass through open spaces and incorporate these routes into the broader walking and cycling network. Public open space walkable and appealing

## Conveniently located public transport stops and services

- To establish and promote clear and direct walking and cycling routes to public transport stops, as well as appealing and convenient facilities for users. Re-establish shaded avenue pathway to Railway Station.

## Seating, signage, lighting, fencing and walls

- To provide suitable minor infrastructure to support active transport, safety and amenity.

## Local neighbourhoods fostering community spirit

- To develop built environment and community participation strategies that foster healthy, active communities and a sense of community spirit.

Accessible, connected movement networks integrate walking, cycling and public transport routes and convenient travel within neighbourhoods and encourages use of destinations.

Direct path to the Historic Railway Station.

## Prioritises

1. Walking - wait times at traffic lights
2. Cycling - size of footpaths
3. PT - crossings

## Connection

Safe connected, convenient, continuous, easily navigated landmarks, attractive and direct.

- Fully connected
- Shade/shelter
- Direct
- Alternatives providing variety

## Infrastructure

Safe, functional, highly visible encouraging a range of travel options

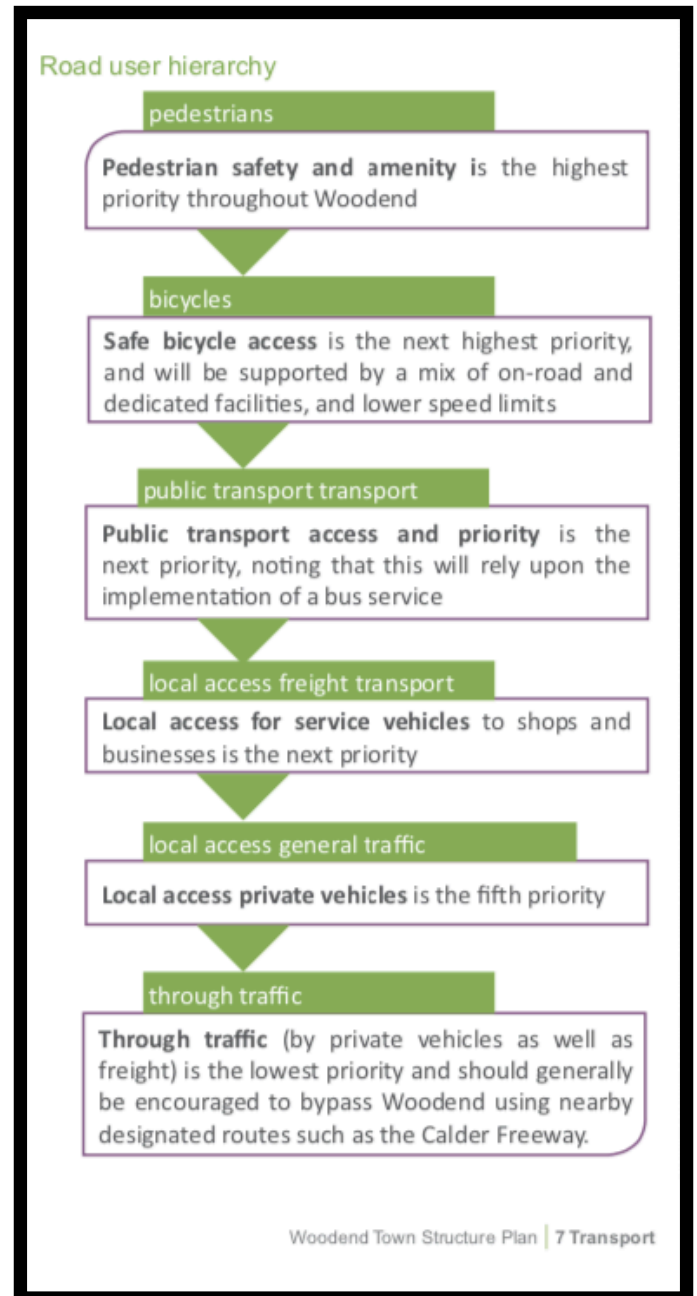
- Bike racks, drinking fountains, change room, lockers
- location of PT stops within proximity
- Shade, shelter, seating, lighting
- Include young, elderly, disabilities

## Streetscape

Street design for all - pedestrians, cyclists, PT & cars

Street design respecting heritage, surroundings

Crossing, convenient locations, direct and enjoyable.



# 20 minute neighbourhood

## Global challenges

Transportation, urban design, land use

Interconnected systems have an enormous effect on climate change and obesity

Walkability of a neighbourhood concerns 'third places' not work/ home/ school

Create mixed use environments with a range of destinations which people can easily walk and cycle eg, high density housing around transport hubs, housing diversity.

## 800m or 20 min neighbourhoods

- be safe, accessible and well connected for pedestrians and cyclists to optimise Active Transport
- offer high quality public realm and open space
- provide services and destination that support local living
- access to PT connected to higher order services
- housing populations densities that make services viable

## Benefits

Health + Social + Economic + Enviro



# Integrated networks

Melbourne 2030:

- Deliver priority footpath widenings - shared paths for pedestrians and cyclists Bridge to Bridge
- Convert sidestreets into 'Little' streets into pedestrian-priority zones with lower speed limits 10km/hr.
- Deliver formal and informal crossings around schools and where connections in the walking network are poor.
- Work with the Victorian Government to apply a maximum speed limit of 40km/hr on local roads
- Work with the Victorian Government to pilot lower speeds in areas of high pedestrian activity to improve safety.
- Support shared roads for cyclists between towns
- Protected bicycle lanes within township to improve safety and get more people riding each day.
- Review off-street parking policies to support better outcomes in all spatial planning
- Work with the Victorian Government to apply a maximum speed limit of 40km/hr on local roads across inner Melbourne.



# Resources

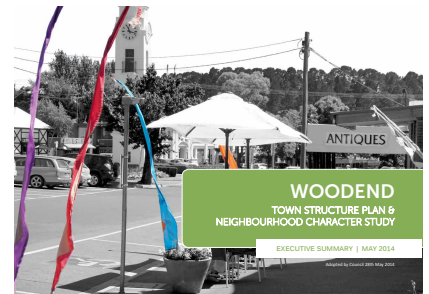
## Woodend - May 2014

Town Structure Plan & Neighbourhood Character Study

Executive Summary

adopted by Council 28th May 2014

<https://www.mrsc.vic.gov.au/About-Council/Our-Council/Strategies-Plans/Woodend-Structure-Plan>



## Heart Foundation - June 2012

'Healthy Active by Design Program' – a planner's guide to environments for active living in Victoria Developed in recognition of the role that well-planned neighbourhoods can play in helping people to live a healthier life through increased incidental physical activity

<https://www.heartfoundation.org.au/programs/healthy-by-design-victoria>

<https://www.heartfoundation.org.au/images/uploads/main/Programs/HBDImplementationTool.pdf>



## DELWP 20 minute neighbourhoods - 2017-50

State Government Department of Planning

**Plan Melbourne**

20 minute neighbourhoods

Pilot project focusing on Active transport

<https://www.planmelbourne.vic.gov.au/current-projects/20-minute-neighbourhoods>



## Victoria Walks - April 2018

The State Government is funding Victoria Walks to participate in the 20-Minute Neighbourhood pilot project.

Working in partnership with the Department of Environment, Land Water and Planning, three local communities and the Heart Foundation.

[http://www.victoriawalks.org.au/20-minute\\_neighbourhoods/](http://www.victoriawalks.org.au/20-minute_neighbourhoods/)

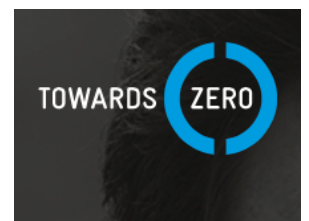


## TAC Towards Zero Safety Campaign - 2016-20

This road safety plan is about creating a safe system for all Victorians and is focussing on the following key areas

- More effort where most fatalities happen – on [country roads](#)
- The people [most likely to become road casualties](#) – younger and older Victorians, motorcyclists, [cyclists](#) and [pedestrians](#)

[https://www.towardszero.vic.gov.au/safe-speeds/why-safe-speeds-matter?gclid=Cj0KCCQjw3JXtBRC8ARIsAEBHg4k0Qr2StQIPnQAYsP5HMVTaPVwMZGKNx7-owlxXizDWxfMsiHavPQoaAmNVEALw\\_wcB](https://www.towardszero.vic.gov.au/safe-speeds/why-safe-speeds-matter?gclid=Cj0KCCQjw3JXtBRC8ARIsAEBHg4k0Qr2StQIPnQAYsP5HMVTaPVwMZGKNx7-owlxXizDWxfMsiHavPQoaAmNVEALw_wcB)



## Australian Road Safety Foundation - Aug month

Every year, more than 1200 people are killed on Australian roads. The Australian Road Safety Foundation (ARSF) is a not for profit organisation dedicated to promoting the prevention of both physical and mental illness and disability through the reduction of road fatalities and injuries. It achieves this through innovative road safety awareness programs, driver education, advocacy, research and community engagement. Driving the safety of every road user, every day, to achieve a significant year-on-year reduction in road deaths and injuries nationally.

<https://arsf.com.au/rsw-home/>



## Bicycle Network

**Bike Count** - Super Tuesday - 3rd March 2020

<https://www.bicyclenetwork.com.au/our-services/counts/super-tuesday/>

**Ride to School** - October month

<https://www.bicyclenetwork.com.au/rides-and-events/ride2school/>

**Super Sunday** - 10th Nov 2019

<https://www.bicyclenetwork.com.au/our-services/counts/super-sunday/>

**Ride2Work** - 16th October 2020

<https://www.bicyclenetwork.com.au/rides-and-events/ride2work/>

**Towards 50/50**

<https://www.bicyclenetwork.com.au/rides-and-events/womens-community/>



## Bike Bendigo - Oct month

**Bike Palooza** - An inspiring festival of cycling fun which kicks off in October each year.

**Urban Cycling Workshops** - Take it to the Streets

<https://bikebendigo.com/event/urban-cycling-workshops-take-it-to-the-streets/2019-10-19/>

**Bike Pop Up**

Pop-up learn-to-ride park

<https://bikebendigo.com/event/long-gully-bike-popup/>



## Department of Transport - Feb 2019

**Bicycle and Walking Maps**

Cycle route information includes all existing local cycle networks, existing Principal Bicycle Network (PBN), as well as recommended short cuts and quiet back streets. The maps help navigate safely helping the community find the best places to ride locally, and get safely to school. This pocket-sized Melways style map makes it easy to find your closest bus routes, shared paths and bicycle lanes.

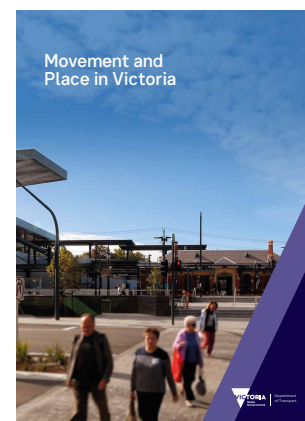
**Municipal Bicycle Network Maps**

<https://www.vicroads.vic.gov.au/traffic-and-road-use/cycling/bicycle-route-maps>

**Movement & Place**

Fundamental to movement and place thinking is recognising that streets perform multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations in their own right. Balancing the needs of people and communities.

<https://www.vicroads.vic.gov.au/traffic-and-road-use/traffic-management/movement-and-place>



## Melbourne Transport Strategy 2030 - Oct 2019

[https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.com-participate.files/2315/7239/7355/Transport\\_Strategy\\_2030.pdf](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.com-participate.files/2315/7239/7355/Transport_Strategy_2030.pdf)

To deliver this vision we will invest in:

1. Creating a safe and liveable city
2. Fostering an efficient and productive city
3. Encouraging a dynamic and adaptive city.

By 2030, this strategy will:

1. Reduce by half the number of people killed or seriously injured on our streets
2. Reduce by half the proportion of central city through-traffic
3. Increase public transport, walking and cycling mode share to 70 per cent of all trips
4. Increase proportion of women cycling to 40 per cent



## Walking & Cycling Strategy Bendigo - Sept 2019

<https://www.bendigo.vic.gov.au/sites/default/files/2019-09/20190918%20Walk%2C%20Cycle%20Strategic%20Summary.pdf>

