

A photograph of a busy indoor market, likely a food hall or festival. In the foreground, a man with a beard and short hair looks directly at the camera. Behind him, a woman with dark hair is visible. To the left, a man in a blue shirt is working at a stall. The background is filled with various stalls, including one with hanging orange decorations and another with a red wall. The overall atmosphere is lively and crowded.

Australian Walking and Cycling Conference 2016 Full Program





WALKING AND CYCLING ACROSS OUR LIVES

WELCOME FROM THE CONFERENCE CHAIR

A warm welcome to the 2016 Australian Walking and Cycling Conference.

Better cities and a sustainable world in which more people of all ages and abilities walk and cycle in pleasant, safe and convenient places is what we aspire to. We are a significant part of the solutions for a more inclusive world!

In December 2015 the United Nations Framework Convention on Climate Change in Paris (COP21) gave us hope that cities could be transformed, and emphasised the urgent need to do so. A positive outcome for those of us with a vision for more active, more inclusive, and less CO2 producing places.

This vision is still a way from reality. The 2015 Australian National Cycling Participation Survey (<http://www.bicyclecouncil.com.au/publication/national-cycling-participation-survey-2015>) shows us that on the cycling side of the walking and cycling equation at least, cycling participation generally has not improved over six years – while the plan was for participation to double! Walking remains undervalued and seldom seriously considered in policy. Little data is produced and promises made during the 2016 Australian election campaign give little hope for better cities and active travel across our lives. There's much opportunity for us to contribute.

The Australian Walking and Cycling Conference 2016 provides an opportunity for us to share our technical knowledge, our innovations, our achievements and our hopes as we aspire to increase the opportunities for, and pleasures of, walking and cycling across our lives. We hope you leave the Conference energised, inspired, and supported in your endeavours.

Peter Lumb

Chair of the Australian Walking and Cycling Conference Inc.

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Jeanette Walters



Dr Paula Hooper



Amy Child



Margaret Howard

KEYNOTE SPEAKERS

DR PAULA HOOPER

Dr Hooper is a research fellow at the Centre for the Built Environment and Health at the University of Western Australia. Her research has a strong emphasis on research translation and advocacy and informing urban planning and policy. She works closely with the Planning Institute of Australia, Parks and Leisure Australia, and the Heart Foundation. Paula will take us through her work on the review of the Western Australian Liveable Neighbourhoods policy and her insights into why some policy ends up in practice and some doesn't.

AMY CHILD

With over 14 year's national and international experience, Amy Child is a transport planner at ARUP specialising in transport strategy and travel demand management. She offers a wealth of practical experience in cycling strategy development and implementation. Amy will provide insight into the current trends in cycling both nationally and globally. Building on her recent work in the area of low stress cycling, Amy will also explore the enablers and barriers to implementing successful cycling infrastructure and programs at a local government level.

MARGARET HOWARD

Marg Howard is passionate about Adelaide's potential to become one of the great small cities of the world – and somewhat frustrated by the lack of progress. This vision requires a personal transport system that makes it very easy for everyone to choose walking, cycling and public transport, and a shift in values, paradigm using single occupancy car use, encouraging a shift to active modes and influencing community demand for people friendly streets and safer roads. She was Program Director, Velo-city Global Adelaide 2014.

JEANETTE WALTERS

Jeanette Walters is the Assistant Director of Office for the Ageing. Office for the Ageing takes the lead on State Government policy on Ageing, working together with the community and community organisations, other government departments, non-government organisations, local government, the Commonwealth and South Australian Universities to respond to and innovate around the opportunities an older population brings. Jeanette has been pivotal to the release of Prosperity Through Longevity: South Australia's Ageing Plan, Our Vision 2014-2019, Strategy to Safeguard the Rights of Older South Australians 2014-2021. These policies outline the vision for the state and support initiatives to build an Age Friendly South Australia and promote active ageing.

DAY 1 – MONDAY 18 JULY

8:30 Registration & coffee/tea

9:00 **Conference welcome:** The Right Honourable The Lord Mayor of Adelaide, Martin Haese

9:15 **Keynote speaker:** Dr Paula Hooper, Centre for the Built Environment & Health

10:00 **Keynote speaker:** Amy Child, Arup

10:45 *Morning tea*

11:05 Learnshop: Gathering evidence for decision-making

Anna McDonald, Adelaide City Council – Frome Bikeway: The evidence base to support the next stage

Peter Lee – Challenging traditional economic assessments of transport infrastructure projects

Robert Slape, Department of Transport and Main Roads Queensland – Be safe, be heard: Cycling community views on public consultation in the City of Adelaide

12:30 *Lunch*

1:15 Spin cycles

Tuesday Udell, Heart Foundation SA – Art on the steps: success or failure?

Daniel Keller, Adelaide City Council – Gilbert Street zebra crossing

Teresa Gadaleta, National Heart Foundation of Australia – The Heart Foundation Local Government Awards: Recognising healthy communities

Mazna AlMarzooqi, King Saud University Saudi Arabia – Walking behaviour among Young Educated Saudi Women

Joey Fagan & Reb Rowe, Adelaide Bike Kitchen – The positive effects of community bicycle collectives

1:45 Learnshop: Protecting walkers and cyclists

Luke Poland, University of Melbourne – Heavy vehicles and vulnerable road users: Examining the barriers and opportunities for the use of side under-run protection

Sundance Bilson-Thompson, Freestyle Cyclists – Flawed evidence and cognitive biases: The case for relaxing helmet laws

Richard Barter, Cycling Action Network New Zealand – Sharing the road with heavy vehicles

3:15 *Afternoon tea*

3:35 Lessons from the Copenhagen Bikeable City Masterclass

Presenters: Fiona Campbell, Adam Rogers, Carolyn New, Shannon Savage

5:05 Day One wrap up

5:15 *End of day one*

Optional conference dinner – Belgian Beer Café, 27-29 Ebenezer Pl Adelaide

6:30 *\$50 pp for two course meal*

DAY 2 - TUESDAY 19 JULY

7:30 Walking tour: Market to Riverbank laneway walk

8:30 Registration & coffee/tea

9:00 Day 2 welcome: Christian Haag, Bicycle SA

9:10 Keynote speaker: Margaret Howard, Department of Planning, Transport & Infrastructure SA

9:55 Keynote speaker: Jeanette Walters, Office for the Ageing SA

10:40 Morning tea

11:00 Learnshop: Activating active transport networks

Shannon Savage, Department of Planning WA – Bike boulevards in a Western Australian context

Paul Froggatt, GTA Consultants & Tania Sellers, City of Darwin – City of Darwin Safe and Active Routes to Schools Toolkit

Fiona Campbell, City of Sydney – Is Sydney's behaviour change program the world's most comprehensive?

12:30 Lunch

1:15 Round tables

Jim Binder, City of Salisbury – Keeping adults in Salisbury moving: A case study of Heart Foundation Walking groups and the Cycle Salisbury program

Greg Boundy, Walking SA – Having the voice for walking heard

Sue McMillan, Department of Planning, Transport & Infrastructure SA – The South Australian Way2Go Bike Ed program: Key findings from a combined process-impact evaluation

Deborah Moore, National Heart Foundation of Australia – Hunter CycleSafe Active Travel Network

Stephen Nurse, Monash University – Recumbent cycles and DIY

Al Reid, CyclePort – CyclePort: The world's first universal automated bike parking and sharing system

Chloe Reschke-Maguire, The Pop-Up Co – Everyone wants to be a yogi: The power of branding in attracting new audiences

Ben Russ, InfraPlan & Andrew Queisser, City of Onkaparinga – The City of Onkaparinga Cycling Survey: Purpose, results and informing decision making

Edward Stratton-Smith, bikeadelaide.blogspot.com – A pilot CBD cycling network for Adelaide

Erica Vidinis & Gavin Fairbrother, City of Campbelltown – Walking and cycling promotion in Campbelltown: Promoting pure 'pleasure'

2:45 Afternoon tea

3:05 Learnshop: Walking and cycling for leisure

Letitia Dahl-helm, Yorke Peninsula Council – Walk the Yorke leisure trail

Peter Stokes, Department of Environment, Water and Natural Resources SA – Adelaide and Mount Lofty Ranges as a mountain biking tourism destination

Tara Henderson, National Heart Foundation of Australia – Heart Foundation Walking volunteer walk organisers

4:35 Conference wrap up

4:45 End of conference

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PROGRAM DETAILS

MONDAY 18 JULY 9:00 CONFERENCE WELCOME

THE RIGHT HONOURABLE THE LORD MAYOR OF ADELAIDE, MARTIN HAESE



Martin is a proud South Australian. As a city resident, business owner and educator, Martin is committed to serving the City of Adelaide's residential, commercial and visitor communities.

Martin believes that technology will provide many of the solutions for today's problems and opportunities. As Lord Mayor, Martin is focused on enhancing Adelaide's reputation as a smart innovative city and being a 'city where good things happen first'.

Martin's immediate goal is for the City of Adelaide to become an even greater place to live, learn, work, play, visit and invest. The ultimate goal is to become the world's most liveable city.



DR PAULA HOOPER, CENTRE FOR THE BUILT ENVIRONMENT & HEALTH, UNIVERSITY OF WESTERN AUSTRALIA

POLICY RELEVANT AND POLITICALLY AWARE? PRACTICE-BASED EVIDENCE TO INFORM EVIDENCE-BASED PLANNING POLICY AND PRACTICE IN PERTH



Dr Hooper is a research fellow at the Centre for the Built Environment and Health (CBEH). She has a Masters in Physical Activity and Public Health (Distinction), a Bachelor of Science in Sport and Exercise Sciences and graduated with her PhD from the University of Western Australia in September 2014. Her current post-doctoral position on the NHMRC Centre for Research Excellence in Healthy, Liveable Communities has provided a unique opportunity to further the research undertaken as part of her PhD and offer significant opportunities for furthering her academic career and research translation.

Her research has a strong emphasis on research translation and advocacy and informing urban planning and policy and she has developed close working relationships with the Planning Institute of Australia (PIA), Parks and Leisure Australia, the Heart Foundation and a number of local government authorities. Dr Hooper played a key role in the development of the Healthy Active by Design Tool in partnership with the Heart Foundation. Furthermore, she has undertaken work for a number of Local Government Authorities in Perth on their public open space strategies which has direct synergies with her research outputs and focus.

Paula has been rewarded for her efforts in research translation through a number of industry awards from PIA and Parks and Leisure Australia for her PhD research (evaluating the implementation of the state government's liveable neighbourhoods policy), the Healthy Active by Design and the public open space web-tool.

LOW STRESS CYCLING – A JOURNEY FROM ‘INTERESTED BUT CONCERNED’ TO ‘ENTHUSED AND CONFIDENT’



Traditionally, a city's cycling network has been defined by the roads and paths designated for cycling. However, even with cycle infrastructure, these routes can still be considered unsafe by the majority of the population including children and the elderly. One area which is regularly overlooked is the level of stress experienced by the cyclist. In her presentation Amy will explore the theory of low stress cycling and the 'four types of cyclist'. Amy will present a recent case study from Victoria to highlight the key enablers and barriers to implementing a low stress network at a local government level.

With over 14 year's national and international experience, Amy Child is a transport planner specialising in transport strategy and travel demand management. She offers a wealth of practical experience in cycling strategy development and implementation.

ANNA MCDONALD, ADELAIDE CITY COUNCIL

FROME BIKEWAY: THE EVIDENCE BASE TO SUPPORT THE NEXT STAGE

Summary: The presentation summarises *the Further Evaluation and Analysis Report* which presented an evidence-based traffic and economic overview and provided a compelling case for the extension of the Frome Bikeway.

Bio: Anna McDonald is the Senior Transport Planner for pedestrians and cyclists at the City of Adelaide. Anna has worked as a transport planner for 20 years in the UK, Sydney and Adelaide. Her main interests are sustainable and active travel which has helped to shape her career in government and private consultancies.

Abstract:

The first stage of the Frome Bikeway was constructed in 2014, which forms a north-south bike connection through the south-east of the city to the Porter Street bike route to Unley. Questions were raised by Councillors that led to them requesting an Independent Evaluation be undertaken. Studio Huss and CDM Research completed the evaluation in early 2015, which noted the success of the bikeway and recommended minor safety improvements to the section of kerb-side separated bike lane.

The outcome of the Independent Evaluation was presented to Council in June 2015. Council noted the outcome of the evaluation report and requested an “overarching traffic and economic analysis” of the bikeway corridor to “assess safety, traffic and parking improvements” and consider opportunities associated with key projects.

In response to this recommendation Council staff prepared a Further Evaluation and Analysis Report, which provided an evidence based overview of transport and economic trends and drivers in the East End of the city. This evidence base included:

- traffic volumes on city streets – which are generally declining
- bus patronage and bike usage – which show travel by these modes is increasing
- crash statistics – showing a disproportionate representation of bike riders involved in casualty crashes
- the relationship between traffic volumes and the number of traffic lanes – which show that generally the road network has ample capacity
- bike volumes on the existing bikeway – showing an increase in bike riders
- city economic, population and job market data – showing that GRP, local jobs and population have all increased over the last 10 years
- high level Cost Benefit Analysis for the extension of the bikeway – showing a positive Benefit Cost Ratio, even for a high-cost whole of street design option
- frontage assessments along the street – showing a high level of inactive frontages
- development potential – showing the high potential for future residential and commercial development in the corridor

The presentation will summarise the evidence collated in this report that was accepted by Council as a comprehensive transport and economic overview for the local area and presented a compelling case for the retention and further extension of the bikeway.

CHALLENGING TRADITIONAL ECONOMIC ASSESSMENTS OF TRANSPORT INFRASTRUCTURE PROJECTS TO INCLUDE BENEFITS OF ACTIVE TRAVEL

Summary: Government policy requires transport projects to have an economic analysis included in the project proposal for major funding commitments. Traditionally these tools do not adequately consider the benefits of active travel and long term behaviour change. It's time this was corrected.

Bio: Peter grew up in Adelaide and moved to Newcastle in 1993. As a passionate cyclist he quickly got involved with a very strong cycling advocacy scene. For 6 years he represented regional NSW bicycle user groups on the State Government Cycling Advisory council. He is the current president of Newcastle Cycleways Movement and board member of Bicycle NSW. He has a diploma in Architectural Technology, and a passion for urban design.

Additional author: Megan Sharkey (BSc, MPlan, MSusD) is the editor of the Draft CSN Active Travel Infrastructure Consultative Report, which forms the basis of this presentation

Abstract:

The proposed CycleSafe Network (CSN) is a system of family safe, easy to navigate and usefully connected cycling, walking and shared paths across the Newcastle and Lake Macquarie regions. The CSN has been devised by local individuals, groups and organisations, collaborating to build a vision for an effective and efficient active transport network. We are asking the NSW State government for \$100 million for this project.

In preparing this major funding proposal, the collaborative partners, CSN Steering Group, found the government's economic analysis tools and cost benefit analysis tools (essential for projects over \$100 million funding) to be grossly inadequate for considering the short, medium and long terms effects of cycling infrastructure projects on community wellbeing.

In this presentation, the author will outline the opportunities for improving these tools, and the mechanism by which the CSN implementation program will be a trial site for these new tools. Conference delegates will be invited to contribute to this conversation, and participation in the learnshop may support the CSN proposal to see traditional economic assessment tools challenged in mainstream infrastructure planning.



Summary: This paper is based on research conducted in 2015. It considers how the cycling community feels about public consultation that has been conducted by the City of Adelaide for cycling infrastructure projects.

Bio: I graduated in 2016 with a Bachelor of Urban and Regional Planning (Social and Community Planning – Hons.) at the University of South Australia. I am passionate about the possible future of transport in Australian cities. Having maintained different cycling blogs, I am now becoming increasingly involved in advocacy in Brisbane. I am currently a Policy Officer at the Department of Transport and Main Roads, Queensland.

Abstract:

Cycling continues to grow as a research area and confirm itself as an integral part of transport policy development. In South Australia, a range of measures have been implemented or scoped to encourage more people to ride bikes. Based on global experience, it is often the cycling community that has a big impact in terms of achieving these policy outcomes. With the City of Adelaide leading the city with a large number of cycling projects, it is crucial to appreciate how the cycling community feels about the public consultation process.

Based on thesis research in 2015, this paper considers the cycling community sentiment towards part engagement processes that have been conducted by the City of Adelaide. The focus is on the community perception of effectiveness and how this ultimately affects cycling infrastructure.

Research was based on an online survey and a series of interviews. The survey asked respondents to self-identify as having participated in past City of Adelaide consultations. The interviews were conducted with people that have been involved with cycling advocacy, local government planning and engagement on cycling infrastructure.

The results found that there are broad institutional, political and cultural issues that are perceived to affect how the feedback from consultations is used. This paper considers the conclusions reached in the thesis, including recommendations to improve engagement outcomes.

TUESDAY UDELL, HEART FOUNDATION SA

ART ON THE STEPS: SUCCESS OR FAILURE?

Summary: The Heart Foundation “Art on the Steps” project aimed to promote stair usage through artwork. A unique artwork was installed on the Adelaide Railway Station main stairs for 6 weeks.

Bio: Tuesday Udell is Senior Policy Advisor for the Heart Foundation, with a keen focus on creating healthy environments and making South Australia more walking and cycling friendly. In her professional capacity she advocates for healthy policy positions on active living and the built environment to state and local government. She is the lead author of the paper *Does Density Matter?* the co-author of *Good for Business* and is currently leading the reformed South Australian Active Living Coalition.

Abstract:

Physical inactivity and sedentary behaviour is one of the biggest global health issues and increases the risk factor for chronic diseases. All adults should aim to be physically active 30 minutes a day on most days of the week. However, we all spend a lot of our time sitting – especially at work. Simple changes such as taking the stairs can increase the activity of workers each day.

Active design is a practice that aims to transform the built environment in ways that make spaces or locations more attractive, practical, fun, or convenient to inspire people to be active.

Evidence confirms that point-of-decision prompts are an effective and economical population-level intervention for physical activity. When applied to stairs, along with other enhancements they encourage stair use over escalators in public access spaces.

In 2015 the Heart Foundation Victoria in partnership with Melbourne City Council and other stakeholders installed an artwork on the stairs leading into Melbourne's Southern Cross Station for 5 weeks. The artwork was supported by a social marketing campaign. The project was evaluated by counting the number of people using the stairs and the escalators during peak and non-peak times. The results found the numbers of people using the stairs increased during the art installation.

In 2016 the Heart Foundation SA “Art on the Steps” project aimed to promote stair usage through artwork, and evaluate commuter use of the stairs before, during and after the installation.

A vibrant and unique artwork was installed on the Adelaide Railway Station stairs for 6 weeks, from March-April 2016. The artwork message was “You’re taking positive steps”.

We evaluated the project by counting commuters using the stairs during the morning peak times and afternoon non-peak times.

The results and observations were interesting and the artwork was beautiful. But was it a success or failure? Should this project be replicated on stairways across Australia? Is SA ready for decorated steps? This presentation will describe the project, the results, and the lessons learned.

Summary: The presentation will provide an overview of challenges of implementing a zebra crossing in Adelaide, working with local businesses, residents, schools and DPTI, as well as evaluation and promotional activities undertaken.

Bio: Daniel is a civil engineer with almost ten years' experience in undertaking traffic engineering and transport planning projects. Daniel is responsible for the management and technical delivery of numerous projects, ranging from scoping and feasibility studies through to detail design and project management. Daniel's consulting engineering background assists in developing workable solutions to complex issues. More recently, Daniel has been dedicated to cycling related projects in the City of Adelaide, implementing various cycling related projects including on-street bike lanes, bike priority at traffic signals, shared paths and end of trip facilities.

Abstract:

A zebra crossing was installed in Gilbert Street in April 2016, in collaboration with the Department for Planning, Transport and Infrastructure (DPTI) and the Sturt Street Community School through DPTI's **Way2Go** program.

Gilbert Street is a two lane street linking the arterial roads West Terrace with Morphett Street and is located in a primarily residential area although has numerous commercial businesses along its length.

The zebra crossing was initially designed as a wombat (raised) crossing but significant stormwater implications then led to a zebra crossing being developed. This required approval from DPTI as at the time of design development, zebra crossings on public roads were considered non-standard traffic control devices in South Australia (since approval was granted for this zebra crossing DPTI have released an operational instruction for the installation of zebra crossings). The approval for the zebra crossing includes conditions for monitoring vehicle speeds following the installation, requiring a speed environment of 30 km/h or less post implementation. The lower speed environment is to ensure that motorists are able to give-way to pedestrians on the crossing if required.

Design features to assist in reducing vehicle speeds along Gilbert Street, which prior to installation were on average 40.7 km/h, included narrowing the road at the crossing, and installing landscaped protuberances on both approaches to the crossing to physically and visually narrow the road.

Following installation, a number of promotional activities were undertaken to educate all road users (motorists, cyclists and pedestrians), including letterbox dropping residents in the area, VMS message boards being on site and communication with Sturt Street Community School who are a significant user of the crossing – classes of students use the crossing daily to access a playground on South Terrace.

The presentation will summarise evaluation undertaken to date, in determining the success, or not of the crossing installation.

Summary: The Heart Foundation Local Government Awards recognise councils that work with their communities to support and improve heart health.

Bio: Teresa Gadaleta is the National Coordinator for the Heart Foundation Local Government Awards. She has worked within the organisation for 12 years, on various national and state-based initiatives including Heart Foundation Walking; the Out of School Hours Care project; and the development of resources for parents and carers of primary school aged children as part of the Heart Foundation's healthy weight work. Teresa has a Bachelor of Health Science and a Master of Nutrition and Dietetics.

Additional author: Michelle Wilson, National Heart Foundation of Australia

Abstract:

Since 1992, the Heart Foundation Local Government Awards have recognised councils that work with their communities to support and improve heart health. The main purposes of the awards are to:

- recognise and reward local governments for their initiatives which help improve heart health
- showcase best practice initiatives to all local governments to encourage them to implement similar initiatives.

They provide a unique opportunity to recognise Australian councils that are embedding health into strategic planning and implementing initiatives that support physical activity, healthy lifestyles and a sense of community connection.

Applications are categorised by population size and reviewed by a panel of expert representatives from the Australian Local Government Association, State Local Government Association, State Health Department and the Heart Foundation. Judges take into consideration the impact of the initiatives implemented, their integration into council plans, the level of partnership and community involvement in planning and achieving outcomes, sustainability and potential for the future.

A review of Local Government Award applications nationally over the past 5 years shows that the types, range and complexity of initiatives undertaken by local governments have evolved. In particular, we have looked at those councils that incorporated walking and/or cycling strategies into their awarded applications.

Over the past five years, there have been 304 entries in the awards. Of these entries, the Heart Foundation has awarded:

- 12 National Winners*
- 12 National Highly Commended*
- 58 State Winners
- 42 State Highly Commended
- 3 x Rising Heart Encouragement Awards

* National Winners and Highly Commended Councils are selected from State Winners.

The review showed that of the 58 winning entries, 53 included walking and/or cycling strategies and initiatives in their applications.

This presentation will highlight a number of case studies that showcase successful walking and cycling strategies being implemented by councils around Australia, in metropolitan and regional areas.

Summary: Walking is the most common form of lifestyle physical activity, with documented benefits for health especially among women and people older than 50 years. This study describes the effects of multiple factors that may shape walking behaviour among young educated Saudi women.

Bio: Mazna is a current PhD candidate at the School of Population Health at the University of Adelaide, her thesis focused on physical activity behaviour among young women in Saudi Arabia. Before being seconded to the University of Adelaide, she was a lecturer at the Faculty of Applied Medical Sciences at King Saud University (KSU), where she had the opportunity to teach several undergraduate courses in Community Health Sciences.

Abstract:

Introduction: Physical inactivity is an important risk factor for the long term health of young people. Health risk behaviours established during youth often persist into their adulthood resulting in potentially harmful effects on long-term health. In the past decade, there has been a shift from advocating structured formal exercise to more lifestyle type of activities. Mainly, activities performed as part of everyday life, such as walking. Walking is the most common form of lifestyle physical activity, with documented benefits for health especially among women and people older than 50 years. Research showed that engaging in as little as 30 minutes of moderate exercise (e.g. brisk walking) for five days per week is sufficient to reach health benefits (Haskell, Lee et al. 2007). This study describes the effects of multiple factors (such as individual, social environment, physical environment, policy) in the social ecological model of physical activity and how it shaped walking behaviour among young educated Saudi women.

Methods: A sample of young Saudi educated women (YESW) aged between 18 and 24 years of age currently enrolled as undergraduate students in the Faculty of Health Sciences at King Saud University (KSU) in Riyadh was recruited. Nineteen in-depth interviews and three focus groups were conducted. Interviews and focus group discussions were transcribed and translated into English, coded, and themes were identified.

Results: Results have revealed several barriers for walking behaviour of YESW. Some of the major themes emerging include social and cultural norms, the physical environment, and participants' knowledge and beliefs about physical activity.

Conclusion: The findings highlight a range of individual, environmental and policy barriers to walking behaviour among young educated Saudi women. In addition, findings show how gender influences these factors and shaped walking behaviour. Potential intervention strategies include empowering young women in decision making, raising family and male guardians' support for physical activity both generally and in particular for families and male guardians, and increasing affordable and accessible physical activity options at the environmental and individual levels.

Summary: The presenters provide their own take on the importance of community bicycle collectives from their own personal stories of growth and learning through to the benefits for broader society.

Bio: Joey and Reb have been with ABK since its inception in 2012. Joey works for BicycleSA in community engagement servicing remote communities. Reb is a Policy Planner and Urban Designer for a local council. Both Joey and Reb are dedicated to empowering citizens and building community capacity. They found bicycles the perfect medium to deliver these connections in a practical way, all the while having a heap of fun in the meantime.

Abstract:

The Adelaide Bike Kitchen emerged in 2012 from a disused warehouse on Angus Street. The opportunity to fix bikes and organise around social issues struck a chord within the local community. A broad invitation to brainstorm ideas filled the house with 80 people who shared the desire to bring about positive change. Members from this went on to form the committee that continues to meet monthly to steer the direction of the organisation. Adelaide Bike Kitchen now operates a professionally stocked workshop and multi-use space in Bowden. Staple is the weekly workshop, every Wednesdays 5 till 8 followed by a community dinner with other workshop nights as required. Volunteers create a space free from prejudice; encouraging tolerance, skill sharing and curtailing resource waste. Services range from guiding DIY drop-in repairs to supervising complete bike-build projects. Some people come to volunteer or share a meal, others take advantage of cheap rental bikes over the festival season. Often there might be a talk by a visiting bike tourer, a local band playing or a public presentation. In this short presentation, Bike Kitchen members share their stories of transformation; from casual bicycle user to passionate advocate for mobility. These local snapshots highlight the hidden benefits of involvement in community cycling organisations. Connecting with supportive networks gives members the confidence to be the change they want to see. Additionally, the organizational and social skills fostered within Adelaide Bike Kitchen equip members with resources and confidence. These both feed back into the organization and overflow into private enterprises, therefore multiplying the effects into broader society. As the Adelaide Bike Kitchen enters its 5th year it can reflect on achievements made, not least on the lives that it has helped to shape. Come hear some of their stories.

LUKE POLAND, UNIVERSITY OF MELBOURNE

HEAVY VEHICLES AND VULNERABLE ROAD USERS: EXAMINING THE BARRIERS AND OPPORTUNITIES FOR THE USE OF SIDE UNDER-RUN PROTECTION

Summary: This research explores the barriers and opportunities presented to the heavy vehicle industry through the uptake of side under-run protection devices intended to improve vulnerable road user safety outcomes.

Bio: Luke Poland is a student at the University of Melbourne. Luke began his undergraduate in 2011 in Bachelor of Environments, completing this degree in 2013 with a major in Urban Planning and Design. From 2014 Luke has been undertaking his Master's degree in Urban Planning through the Melbourne School of Design, completing his Master's Thesis in November 2015. Luke is passionate about promoting cycling as a normalised and legitimate mode of transport.

Additional authors: John Stone & Danita Tucker, University of Melbourne

Abstract:

Side under-run protection (SUP) devices are proven to be effective in the reduction of road trauma experienced by vulnerable road users (VRUs). While mandatory in some countries, no regulation on SUP exists in Australia, leaving trucking firms able to make decisions surrounding the use of SUP devices. This thesis uses qualitative methods to examine the barriers and opportunities that exist surrounding the use of SUP on heavy vehicles within the Australian context.

A general gap exists within the literature in regards to the full range of opportunities and barriers surrounding the use of SUP devices. While some authors suggest potential opportunities and barriers to the uptake of SUP, there is relatively little literature on the barriers and opportunities presented within the environment where devices are voluntary.

Semi-structured interviews were undertaken with both managers of fleets that utilise SUP devices, and with representatives from various industry associations identified in a previous study on under-run protection. Responses were coded and a thematic analysis was undertaken. Themes were then triangulated with the information available in the literature to identify patterns, as well as differences in responses between the various sources.

The study confirmed that some barriers and opportunities identified in the literature were considered significant by both fleet managers, as well as by representatives of industry associations. Various barriers perceived by representatives of industry associations were deemed to be insignificant by fleet managers. In addition, some opportunities identified by interviewees had not been encountered in the literature.

The findings of this thesis will allow Australian trucking firms that are considering the uptake of SUP devices on their fleet to identify barriers and thus devise possible methods of overcoming these barriers. In addition, this thesis will allow cycle safety advocates and trucking firms to understand and take advantage of the full set of opportunities that are presented through the use of SUP devices.

Summary: Due to a shortage of data from the 1980s, support for helmet laws is often based on flawed analysis. I present an overview, and a plan to address this problem.

Bio: Dr Bilson-Thompson obtained his PhD in theoretical physics in 2001 from the University of Adelaide. He has worked at the Perimeter Institute for Theoretical Physics in Canada, Seoul National University in South Korea, and the University of Adelaide. A bicycle is his preferred form of transport and in 2009/2010 he cycled 7200km across Canada the USA and Mexico. He was principal organiser of the 2015 Adelaide helmet-optional protest ride.

Abstract:

Australia was the first country to introduce all-ages mandatory helmet laws (MHLs) for pedal cyclists, in the early 1990s. The data available from this time, which used to assess the effect of MHLs on accident rates and severity, as well as mode share, are not very thorough. None-the-less, governments continue to make claims about the effectiveness of MHLs based on these data. More recent analyses often fail to distinguish between the two issues of helmet use affecting the severity of injuries in the case of an accident, and helmet laws affecting overall cyclist safety. They are also hampered by a lack of pre-MHL exposure data. Several studies indicate that stroke and heart disease, which can be prevented by an active lifestyle, cause vastly more fatalities and brain damage than do cycling accidents, and that increased cycling participation (one possible outcome of relaxing MHLs) would be a net public health benefit, yet the perception of danger causes politicians and policy advisers to resist experimenting with repeals of MHLs. I will provide an overview of the problems with existing arguments in support of MHLs, and present a case for a trial relaxation of these laws on off-road cycling areas in SA, to enable better evidence-based policy decisions to be made, and assess the possible merits of a permanent relaxation of MHLs.

Summary: The presentation addresses the lack of awareness among people walking, riding and drivers of heavy vehicles as to the issues involving the safety of vulnerable road users.

Bio: The presenter has for two years managed the Share the Road Campaign (funded by the NZ Transport Agency) whose purpose is to address the lack of understanding and awareness among people on bikes and drivers of heavy vehicles. The presenter has a Masters in Development Studies and 20 years' experience in cycling advocacy as an elected local body representative, committee member of Bike Auckland, founder and chair of PATH, and member of National Road Carriers.

Abstract:

The problem that the presentation seeks to address is the lack of understanding and awareness among people on bikes and drivers of heavy vehicles as to the issues involving the safety of those who cycle around heavy vehicles.

*"Because of their large mass, trucks tend to be over-represented in serious crashes. In recent years deaths from crashes involving trucks have made up around 15 to 19 percent of the total road toll, while only about 6 percent of the total distance travelled on NZ roads is travelled by trucks."*¹

The benefits of increasing awareness among people on bikes and drivers of heavy vehicles include the Campaign goal of safer roads for heavy vehicle drivers & bicycle users and:

- Increased economic, health and emotional wellbeing of those who cycle and drive heavy vehicles due to fewer deaths and injuries resulting from crashes they are involved in.
- Increased of transport modal choices due to the perception that cycling is safe.
- Reduced costs to the taxpayer due to deaths and serious injuries due to crashes between those who cycle and heavy vehicles.
- Improved attitudes of people who cycle and drivers of heavy vehicles towards one another when sharing the roads together.
- Improved understanding of ways to improve safe road sharing between those who cycle and heavy vehicle drivers
- Operators of heavy vehicles and driver training institutions will have the knowledge and resources to carry out their own STR training.

What is the Share the Road Campaign about? Encouraging positive behaviour change in drivers of heavy vehicles and people on bicycles.

Key Strategy - People who cycle and people who drive trucks getting to know one another: It is only when the drivers go for a ride, and when the cyclists jump up into the cab of a truck can they understand each other's position.

¹ Ministry of Transport, (21/10/2015), <http://www.transport.govt.nz/research/crashfacts/truckcrashfacts/>

Is Copenhagen really the best city in the world for cycling? Can there be any relevance for cities in Australia, New Zealand and among Australia's near neighbours in Copenhagen's experiences? Does all that walking and cycling really make the Danes the world's happiest nation?

In 2015 the Australian Walking and Cycling Conference partnered with the Cycling Embassy of Denmark to facilitate a 5 day Masterclass for planners, politicians and academics from Australia, Singapore, Malaysia and Taiwan. In this Conference panel, you'll hear about what these practical and classroom experiences have meant for four Australian leaders who took part in the Masterclass. Be prepared to engage with the panel through questions and discussion.

Panellists:

Fiona Campbell, Manager, Cycling Strategy, City of Sydney

Adam Rogers, Director Cycling, Department of Transport & Main Roads, Queensland

Carolyn New, Sustainable Transport Officer, Waverley Council

Shannon Savage, Senior Planning Officer, Department of Planning, Western Australia

Panel facilitated by Peter Lumb, President, Australian Walking & Cycling Conference organising committee

MARKET TO RIVERBANK LANEWAY WALK

LED BY ANGELA ORCHARD AND REBECCA MILLAR, ADELAIDE CITY COUNCIL

Meeting point: Outside the conference venue by the bike racks

The fine grain and diversity of Adelaide's laneway experience complements the civic importance of the Riverbank and cultural institutions, Adelaide Oval and the Market District. This walking tour will meander through the network of small streets and laneways from the Market to Riverbank, highlighting the recent resurgence of interest and dramatic increase in small venues in this precinct and providing insight into future planning and design strategy for major redevelopment that will ensue over the coming years.

The Market to Riverbank link proper includes Bank Street, Leigh Street, Topham Mall, Bentham Street and Pitt Street which currently provide a significant route for more than 15,000 tourists and locals walking and riding on a daily basis. The Government of South Australia and Adelaide City Council have committed to a joint investment of \$14.6 million to transform these important small streets. These streets have the potential to offer a more intimate route for pedestrians and cyclists through beautifully paved footpaths, continuous street tree canopy, public art, lighting and street furniture.

An exciting future is also envisaged for The Central Market Arcade, with the expiration of the existing ground lease in late September 2018 providing Council with a once-in-a-lifetime redevelopment opportunity to drive catalytic change within the surrounding Market District. There is more imminent change north-east of the Market to Riverbank link, with the recent State Government announcement confirming the extension of the city's tramline along North Terrace to the East End. Future stages of the tramline include a continuous city loop, envisaged to support the development of the inner city and contribute to more walkable and cycle-friendly streetscapes that are quieter, safer and more animated.

As an area of the city in a time of exciting flux, there will be much ground and content to cover on this exploration of the Market to Riverbank link and surrounding laneways.

CHRISTIAN HAAG, BICYCLE SA



After joining Bicycle SA in 2005 Christian became CEO in 2008 and his team have worked to see Bicycle SA grow to become a financially sustainable advocacy body that delivers a range of goods and services, to both its members and the broader community.

MARGARET HOWARD, DEPARTMENT OF PLANNING, TRANSPORT & INFRASTRUCTURE, SOUTH AUSTRALIA

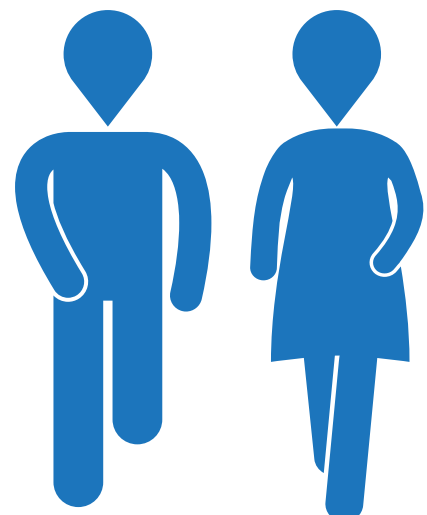
BRIDGES OVER TROUBLED WATERS – THE PROBLEM FOR CHILDREN



In road safety language children are considered ‘vulnerable road users’ and need to be protected. In our road networks we have a strange way of doing that, so it’s no wonder that one of the biggest impediments to allowing children to develop independence and freedom in how they get around – parents’ fears that their children will be hurt – is so prevalent. Why is it that something children want to do, and that adults acknowledge is good for them, is so difficult to achieve? The aim of the South Australian State Government’s Way2Go program is to intervene systemically – simultaneously addressing the physical environment, community culture and behaviours through a whole school approach and in partnership with local councils to support an increase in active travel.

Marg Howard is passionate about Adelaide’s potential to become one of the great small cities of the world – and somewhat frustrated by the lack of progress. This vision requires a personal transport system that makes it very easy for everyone to choose walking, cycling and public transport, and a shift in values, paradigms and cultural norms at every level of government and community.

Unsurprisingly, Marg manages an area of South Australia’s Department of Planning, Transport and Infrastructure that focusses on reducing single occupancy car use, encouraging a shift to active modes and influencing community demand for people friendly streets and safer roads. She was Program Director, Velocity Global Adelaide 2014.





Jeanette Walters is the Assistant Director of Office for the Ageing. Office for the Ageing takes the lead on State Government policy on Ageing, working together with the community and community organisations, other government departments, non-government organisations, local government, the Commonwealth and South Australian Universities to respond to and innovate around the opportunities an older population brings.

Jeanette has been pivotal to the release of Prosperity Through Longevity: South Australia's Ageing Plan, Our Vision 2014-2019, Strategy to Safeguard the Rights of Older South Australians 2014-2021. These policies outline the vision for the state and support initiatives to build an Age Friendly South Australia and promote active ageing.

Increasing longevity, changing expectations for life after 60 and the disruption of technology creates a perfect storm for a social and economic revolution. Active Ageing is developing as a leading concept in this new vision for ageing and creates opportunities across a range of sectors. Jeanette's presentation will explore the drivers for change, the emerging opportunities in particular in the walking and cycling space.

SHANNON SAVAGE, DEPARTMENT OF PLANNING, WESTERN AUSTRALIA

BIKE BOULEVARDS IN A WESTERN AUSTRALIAN CONTEXT

Summary: Bike Boulevards change the priority of designated local roads to people on bikes in order to encourage people to use their bike to get to close destinations. They also link with the current principle shared path network for cycling further afield.

Bio: Shannon is technically a Senior Planning Officer but identifies as a Transport Planner in an Urban Planning environment. She has held various roles at the Department of Planning during the past 12 years. After attending the *Bikeable Cities Masterclass* in Copenhagen in 2015, she returned to Perth with determination to see change happen. She is now Project Manager for one of the Department of Transport's Bike Boulevard Projects in 2016/17. She has a passion for getting people on bikes and enjoys all types of bikes. She also swims and runs and has her eye on completing the Busselton Full Ironman in December 2016.

Abstract:

In March 2015, a Cycling Imagineering Workshop and a Ministerial Roundtable Dinner with two Dutch Transport Planners was held. The aim was to explore innovative options to provide a safe and connected cycling network for people of all ages in Perth and regional towns.

A key outcome of the workshop and roundtable dinner was the allocation of \$3 million in 2015/16 for demonstration bicycle boulevards and connections to stations/schools program.

The paper will explore the development and implementation of the bike boulevard projects over a 12 month period. This will include collaborative development with local government and advocacy groups, consultation with residents, detailed design and construction. The development to date including the background, program intent, concepts and innovative animations can be found at

<http://www.transport.wa.gov.au/activetransport/safe-active-streets-program.asp>

Two of the boulevards are based on the Dutch approach with adaption to the Australian context and are considered nation leading. They involve reallocating the road space to achieve a 30 km/h operating speed to achieve a safer environment for all road users with significant benefits for people on bikes.

Summary: This paper considers the background, development and desired outcomes of a Toolkit that provides information to schools in Darwin to enable them to develop activities to increase active travel safely.

Bio:

Paul Froggatt. Paul is an Associate Director in GTA's Adelaide office and has over 25 years involvement in transport planning and traffic engineering in the UK and Australia. Much of his recent experience has focused on projects related to active travel and urban design, developing strategies and improved facilities and networks for cycling and walking and urban design and streetscape upgrades, including input to the SA Streets for People Compendium.

Tania Sellers. Tania is the Family and Children's Services Coordinator at the City of Darwin and manages the Darwin Safe and Active Routes to School program. Tania has 33 years' experience in family and children's services in metropolitan and remote communities. Her passion is providing a safe, inclusive and engaging environment for everyone.

Abstract:

The idea for the toolkit was developed by the City of Darwin in response to road safety audits around schools that had focused extensively on access to and from cars and were seen by Council officers and elected members to have largely overlooked opportunities to improve walking and cycling routes. Darwin, in common with much of NT, already had reasonable rates of walking and cycling for transport and recreation and this was seen as an opportunity to build on this.

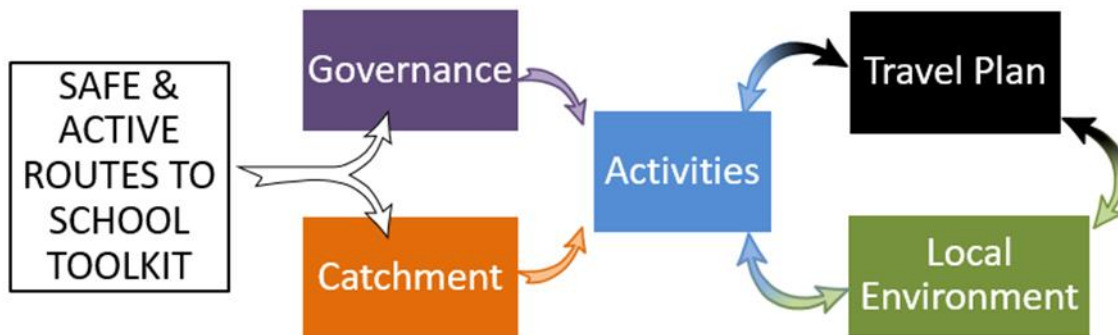
Parap Primary School had been seeking to improve pedestrian safety in and around the school for a number of years and as a result the school was identified as a pilot school through which to develop and test the toolkit.



A series of workshops with City of Darwin departments, Northern Territory Government and other relevant stakeholders were initially used to understand and develop the broader context. There was then extensive engagement with Parap as the pilot school, including workshop sessions with the School Council, parents and the eco-schools student leaders group. Map bases were used with the parents and students to identify existing routes, safety concerns and local places that were seen as safe or unsafe.

The workshops were supported by extensive site inspections to develop an understanding of existing barriers to safe travel and potential for initiatives to increase active travel.

The toolkit was developed in five sections to provide a step by step basis for schools to follow.



By following the flowchart schools will understand their school catchment, agree how to manage the program, identify suitable activities and any improvements to the local environment needed to support the activities. A travel plan template was included as well as relevant case studies. This process will enable them to build their own travel plan and activities that best support their local issues and opportunities and the resources that they are able to commit. The toolkit is to be promoted initially to all primary schools in the City of Darwin, although it will be available through the website to any school that wishes to access the material.



Summary: An exploration of Sydney's behaviour change strategy: the aims, projects, results and evaluation.

Bio: Fiona Campbell is one of the country's most respected and committed bike planners and widely recognised as a passionate champion for cycling. Fiona joined the City of Sydney in 2008 and has been Manager Cycling Strategy since 2010. The City has spent \$89 million on rolling out its Cycling Strategy, including constructing 12km of separated cycleways and complementary social programs, resulting in a doubling of cycling trips over the last five years.

Additional author: Matt Austin, City of Sydney

Abstract:

Possibly the world's most comprehensive behaviour change strategy is being applied in Sydney to ensure that the emerging bicycle network is well and safely used. In 2010 the City developed a behaviour change strategy, with four aims:

- more people riding for transport
- better relations between bicycle riders and pedestrians on shared paths
- better relations between bicycle riders and drivers
- better compliance by riders.

A thorough assessment of the enabling factors for each aim informed a suite of recommended behaviour change projects. After more than five years of implementation, this presentation can report on the outcomes and evaluation of each project and can give a glimpse of where behaviour change is headed next in Sydney.

All round tables will be presented concurrently a total of three times. Conference attendees will have the opportunity to change tables between rounds to attend three different presentations.

JIM BINDER, CITY OF SALISBURY

KEEPING ADULTS IN SALISBURY MOVING: A CASE STUDY OF HEART FOUNDATION WALKING GROUPS AND THE CYCLE SALISBURY PROGRAM

Summary: A coordinator of Heart Foundation Walking (since 1997) & Cycle Salisbury (since 2013), Jim will share the successes and challenges for these community level programs in the City of Salisbury.

Bio: With a background as a Teacher, Sports Administrator, Recreation Facility Manager and Community Development worker, Jim's current position as Coordinator Wellbeing programs sees him working principally with older adults, keeping them active, engaged and socially connected. His community roles with the Cycle Salisbury Social rides program, Heart Foundation Walking & 'Living Well' newsletter and webpages has him working with adults of all ages. He also volunteers as a ride leader for the Cycle Salisbury program.

Abstract:

The City of Salisbury in partnership with Heart Foundation Walking, Bike SA and through local volunteers provide free weekly opportunities for adults who would like to either walk (Heart Foundation Walking) or ride (Cycle Salisbury) with a group. As a facilitator and coordinator of these programs (Heart Foundation Walking since 1997 & Cycle Salisbury since 2013), Jim will share the successes and challenges for these community level programs in Salisbury.

Topics to be addressed in this presentation include statistics, partnerships, promotion, recruitment of volunteer leaders and participants, development of confidence and friendships, testimonials and role models.

Salisbury boasts some fantastic walking & cycling trails (Little Para River; Dry Creek & Cobbler Creek) and one of the aims of these participation programs is show locals and visitors alike these fantastic natural resources.

Most adults know the importance of being active but busy lifestyles, safety concerns and a lack of motivation make it easy for us to put off being active. Participants find that being part of a group helps to keep them motivated to stay active. Cycling & Walking are perfect for people of all ages and fitness levels and the City of Salisbury uses two initiatives to engage adults in these healthy pursuits.

Heart Foundation Walking is Australia's only national network of free, community based walking groups, led by volunteer Walk Organisers. The first Heart Foundation Walking group started in Salisbury in 2007. Currently Salisbury has 16 Heart Foundation Walking groups; 11 groups that are open to the public and 5 closed groups (CALD groups, Retirement villages and private groups). The City of Salisbury also runs regular Heart Foundation Park Walks that promote walking and involvement by both Heart Foundation walkers and the general community.

Commencing in September 2013, The Cycle Salisbury Social rides program is a collaboration between Bike SA, the City of Salisbury and volunteers. The 'Cycle Salisbury Social rides' program is about getting more people riding more often by having volunteers lead low level social rides that support both people starting out (or re-commencing their cycling journey) and those just looking for a casual ride.

Summary: The needs of pedestrians are often not a high priority when it comes to planning and implementing infrastructure projects. We need to restore the balance so that the voice of walkers is heard and considered during the planning, construction and maintenance phases of any infrastructure project.

Bio: Greg Boundy is the Executive officer of Walking SA, the peak body representing walkers in South Australia. Greg is a keen walker and will complete the Heysen Trail this year. Greg has a broad range and depth of experience. He has held senior roles in commercial, government and not for profit organisations. Greg's approach is to work highly collaboratively within an organisation, with stakeholders as well as the broader community. Greg joined Walking SA one year ago to further support the transition and development of the organisation. Greg believes strongly in the health and well-being as well as the environmental benefits of walking as well as the sheer enjoyment that it brings.

Abstract:

It appears that all too often the needs of pedestrians are not a high priority when it comes to planning and implementing infrastructure projects. Whether it be the development of a new road, a shared trail, footpaths or a dedicated trail in the bush, the needs of walkers are often overlooked. Examples of this abound. We need to restore the balance so that the voice of walkers is heard and considered during the planning, construction and maintenance phases of any infrastructure project. Outcomes that met the needs of all users, including walkers, need to be achieved.

It is evident to Walking SA that there is strong need to promote and increase the level of walking across all parts of the community. Whether it be for preventative health and wellbeing outcomes, transport options, tourism, environment benefits or the sheer joy of getting out in nature there are many benefits to getting more people walking. Unfortunately it seems walking crosses many boundaries and as result is championed by none of them.

Walking SA is evolving from the initial bushwalking focus to encompass the interests of all walkers and needs to raise its voice. Some 97 % of regular walkers are not members of walking clubs or organisations so how do we adequately represent them? Walking SA is calling on all walkers to become active Walking SA members to have a voice through this peak body.

Walking SA is building a platform for action to enable all partners to advocate for meaningful walking outcomes for all of the community. Collaboration must be a significant part of the way forward and active individuals and families can also play an important role. The aim is to get more South Australians walking more often. Join the journey!

THE SOUTH AUSTRALIAN WAY2GO BIKE ED PROGRAM: KEY FINDINGS FROM A COMBINED PROCESS-IMPACT EVALUATION

Summary: The results of a combined process-impact evaluation - involving students, parents/carers and teachers - of the Way2Go Bike Ed. program in which seven thousand 9 – 12 year olds in schools across SA participate annually.

Bio: Sue McMillan is the Coordinator School Community Partnerships in the Safer Travel and Behaviour Change Section of Department of Planning, Transport and Infrastructure where she leads a team of five. She is an educator with extensive national and international school leadership experience. The School Community Partnerships team has honed the Way2Go program whole school partnership model that promotes safe and active student travel for school journeys with very positive results.

Additional authors: Jan Garrard, Deakin University

Krystil Ellis, Department of Planning, Transport & Infrastructure South Australia

Abstract:

In response to recommendations for “Sharing the roads safely” from a SA Citizen’s Jury, a revised **Way2Go Bike Ed** program was implemented and evaluated in four primary schools in SA in Term 3, 2015. This paper describes a combined process-impact evaluation of the program, involving students, parents/carers and teachers.

Students (4 schools, 11 classes, n = 215) and parents/carers (n = 143 pre-program; n = 85 post-program) from the four schools participating in the **Way2Go Bike Ed** program responded to pre- and post-program surveys that included open-ended and closed-ended questions about the program and its impacts.

The **Way2Go Bike Ed** program was well-received by students, teachers, parents and the wider community. Most students valued the program because they found it an enjoyable way to learn about an activity they like, which is largely conducted outside the classroom, involves fun activities with their classmates, and is conducted by Bike Ed instructors who they respect and like. Participating in the program increased students’ enjoyment of cycling, knowledge of bike safety issues, and confidence riding on the footpath and on the roads.

Parents generally viewed the Bike Ed program positively because it teaches children how to ride safely; which is the key outcome desired by parents. Parents are confident that Bike Ed instructors are the ideal people to teach their children safe cycling because they have the relevant up-to-date knowledge, skills, expertise and experience. Parents also considered that parents themselves have a role to play in teaching their children safe cycling skills, as it is parents who can assist children to practice and master the knowledge and skills provided in Bike Ed.

Two open-ended questions also sought parents’ views on whether or not they allow their children to ride on the footpath or road without adult supervision. Key considerations were the ability of the child to demonstrate to parents that they can consistently ride safely, stay alert, and be aware of and able to respond to potentially hazardous situations. Driver behaviour was also considered important, particularly in the context of children cycling on the road.

HUNTER CYCLESafe ACTIVE TRAVEL NETWORK: A PARADIGM SHIFT FOR POLICY AND TRANSPORT INFRASTRUCTURE

Summary: Urban revitalisation is an opportune time for improving a city's liveability scale. Active Travel is reflected in liveability. The CycleSafe Network is a Transport Infrastructure project. Let's advocate for that.

Bio: University of Newcastle graduate. Currently Regional Health Promotion Co-ordinator (Hunter). Previously worked as Health Club manager, Co-ordinator (and team member for development and evaluation) of Heartmoves Program at the Heart Foundation (1998-2010). Worked in Health Promotion for Hunter Health. Fitness Professional, underpinning passion for individual and population health. Personal motivation, professional qualification and experience provide a platform for advocacy for Active Travel, exercise therapy and holistic view of the person, the community and policies affecting health behaviour.

Additional authors: Megan Sharkey, University of Newcastle; Wendy Oakes, National Heart Foundation of Australia; Peter Lee, Newcastle Cycleways Movement; Sam Reich, Newcastle Cycleways Movement

Abstract:

Newcastle, heart of the Hunter is subject to a range of strategic plans for improving the CBD and the region as a major population centre for NSW over the next 20-50 years. Renewal of Newcastle's CBD is an opportune time for improving liveability and reviewing where/how people move between Newcastle and surrounding urban, commercial and residential centres. Active Travel is an important component of liveability and the proposed CycleSafe Network (CSN) is an Active Travel Transport Infrastructure Project.

The groundwork was done by Newcastle Cycleways Movement (NCM), local champions for safer cycling, recognising that two local Council's cycling strategies could be fast-tracked (75 years to 7 years). Funds were being generated by the sale of the Port of Newcastle, urban revitalisation plans were underway and an interesting political environment was playing out.

The NCM engaged support from the Heart Foundation, the University of Newcastle and other support. Through this, the CycleSafe Network Committee was borne and the earlier work by the NCM to formulate the network started to take shape (planning routes, identifying gaps in existing cycleways and preparing design principles).

The CSN vision is for Newcastle and Lake Macquarie regions to have at least 230 kilometres of world class active travel infrastructure. Currently, 90 kilometres exists with additional 140 kilometres to be built within 7 years. The CSN has modelled itself on European node systems and would operate as a network, based on the principles of being connected, family-safe and easy to navigate. It would have return on investments (still being calculated) that are based on health, environment, business, tourism, reduced congestion and liveability.

To date CSN has generated community, council, business and government support and awareness. For the CSN to exist as transport infrastructure, the policy-makers and relevant departments need to make a significant paradigm shift to view cycle ways as transport corridors. For this reason, Urban Growth, Transport for NSW, Department of Roads, Department of Planning and to a lesser degree, Department of Health and Department of Education are all required to see commuters as cyclists, pedestrians, road users (private or public transport) at any part of the journey. This round table presentation tells a story and invites discussion about potential shifts in decision-making policy for walking and cycling to be seen as legitimate transport options in a smart city of the future.

Summary: This paper presents some new techniques for Do-It-Yourself involvement in cycles and human powered vehicles. The techniques are revealed through load-carrying, leaning trikes designed by the author.

Bio: Stephen Nurse is a mechanical engineer with experience in the printing, electric motor and plastics industries. He has designed and built his own human powered vehicles since 1987 and ridden them in 200-kilometre-plus rides since 1999. Steve is the current OzHpv journal editor and is completing a master's degree in Industrial Design at Monash University, working on the design and DIY manufacture of leaning recumbent trikes.

Abstract:

Today, most bikes and human powered cycles are acquired through passive consumption which does not engage customers personally or involve local manufacture. This paper presents a machine to change this pattern, an engaging utility cycle designed for local manufacture without high tooling costs.

The cycle is called the NV leaning trike and its simple underlying design enabled a drilled timber beam to be the frame of the first prototype. Later machines have been designed for customisation and DIY assembly with plywood and aluminium frames: they are in use in shopping and everyday cycling.

The trikes have proved to be reliable, performing well in Audax 200 and 360 kilometre rides and in a daily 30 kilometre round trip commute. Key parts developed to make the trike suitable for production include machined wheel axles, cast bearing shells and structural plywood frames.

NV trike construction methods could renew interest in cycle design and provide engaging, sustainable transport.

CYCLEPORT: THE WORLD'S FIRST UNIVERSAL AUTOMATED BIKE PARKING AND SHARING SYSTEM

Summary: CyclePort is the world's first universal, automated, bike parking and sharing system with electric bike charging capability. Any bike fitted with CyclePort's universal connector can dock in the system's proprietary ports. Ports instantly: lock all bikes; detect and charge electric bikes; and facilitate universal bike sharing with smart control.

Bio: CyclePort Managing Director Al Reid's passion for sustainability has guided him through a twenty-five year career ranging from science communication + environmental economics, to sustainable food production.

Abstract:

CyclePort is the world's first universal automated bike parking and sharing system with electric bike charging capability. Any bike fitted with CyclePort's universal connector can dock in our proprietary ports. Ports instantly lock all bikes; detect and charge electric bikes; and facilitate bike rental or sharing with smart control. High density parking stations are created by connecting ports in series. Stations connect wirelessly to form automated, intelligent parking networks, remotely controlled and potentially solar powered.

CyclePort meets four major international demands:

1. Smart bike parking: CyclePort creates the ultimate end-of-trip facility for tenants and visitors in apartments, offices and retail developments.

2. Universal bike sharing: CyclePort promotes the sharing of all bikes - private and public, push and electric - in an open market, so it will be a key player in the emerging sharing economy.

3. Intelligent transport integration: With CyclePort, bikes can be carried on buses, trains and ferries, and integrated into data aggregation platforms such as RideScout.

4. Cycle tourism: CyclePort's automated rental stations can operate all hours + anywhere, e.g. at tourist attractions, visitor information centres, transport nodes, nature parks, resorts, hotels + cycling trail heads.

Bio: Chloe is the Director of Adelaide's The Pop-Up Co and has spent more than 12 years in marketing and events, working with the start-up, small business and non-profit sector. She founded online review site, Yelp, in Adelaide in 2012, engaging over 200 businesses in unique brand activations across the state, and has worked with start-ups to help establish simple marketing campaigns for promoting their business. You can find Chloe creating memorable, immersive events and pop-up activations for brands and businesses across Adelaide – in between hiking up Mt Lofty, drinking green smoothies, taking long walks on the beach and instagramming her cat.

Abstract:

Originally a leisure activity for “the unwashed” in the 70s, yoga today is the new kale. Everyone wants to try it, live it, master it, do it outdoors, in a hot box, on a surfboard, in their Lulu Lemon fashion ware or on a retreat in Bali. What if we could do the same for walking and cycling?

Breathe. Stretch. Expand your mind for the next 20 minutes and connect with the core of branding and promoting your club, product or service for the next generation of walkers and cyclists in Australia. This Roundtable will discuss how “yoga” became a brand, and delves into 5 simple online and offline marketing techniques for attracting and engaging a new audience. And don't worry, we look far beyond The Hashtag, beyond The Like, and into creating memorable, immersive events, brand activations and collaborating with others to cut through the clutter to make walking and cycling the new kale of 2017.



THE CITY OF ONKAPARINGA CYCLING SURVEY: PURPOSE, RESULTS AND INFORMING DECISION-MAKING

Summary: Community surveys can be a useful tool in developing policy and strategy. However their purpose, statistical validity and links to implementable actions must be detailed.

Bio: Ben Russ (BA Env Std, GDURP, MPIA) is a strategic planner with qualifications in social geography and urban planning. Ben has extensive experience in transport policy and strategy, land use planning, public consultation as well as cycling strategy. Relevant projects undertaken by Ben include the City of Norwood, Payneham & St Peters Bicycle Plan, City of Onkaparinga Cycling Study, Port Adelaide Enfield Local Area Cycling Plan and the City of Unley Walking and Cycling Plan.

Andrew Queisser (BHMSc, MISM) is an Asset Planner with the City of Onkaparinga. Andrew has worked in Kakadu National Park as well as SA metro councils and was part of the team that implemented the first stage of the Mitcham Mountain Bike Trails. Andrew now not only manages the delivery of cycling projects within Onkaparinga, but also has driven the development of Onkaparinga Trails and Cycling Strategic Management Plan.

Abstract:

A City of Onkaparinga Cycling Survey was instigated with an aim of collecting detailed information from the community. The response from the online questionnaire was excellent, and attracted 1,387 responses (returning a 95% confidence level and a confidence interval of $\pm 5\%$ meaning that the responses were statistically valid). Given the survey obtained feedback from a wide spectrum of cyclists and non-cyclists the survey provides insight into the motivations, barriers and requirements of a broad population. The cross-correlating (or sorting) of survey data also provides the opportunity to explore in more detail specific cohorts/demographics - this was only made possible by the high response. The survey provides an invaluable evidence-based approach to research/analysis and is being used by Council for a number of applications. The outputs have specifically been used for the Trails and Cycling Strategic Management Plan and in the development of urban, training and recreational service levels, however are also being integrated into the broad strategic directions of the Integrated Movement and Transport Strategy, Road Network Plan, Placemaking Strategy, Economic and Growth Plan, Healthy Actives Lifestyles Strategy.

The presenters are keen to discuss the findings of the survey, but importantly how they have informed the strategic planning applications within Council.

Summary: This presentation will outline an idea for a pilot CBD cycling network for Adelaide. It is inspired by the work of the City of Calgary.

Bio: Edward is a lawyer who has been in legal practise for 13 years. He has no formal qualifications in urban design, place-making or cycling infrastructure but nevertheless has a strong interest in them and likes talking and blogging about them.

Abstract:

Some years ago, Calgary City Council had up to \$22m to spend as part of a bicycle capital budget. They could have built a car park that would serve 435 people per day or, they worked out, a bicycle track network that would serve 2470 people per day. So they decided on the network.

Public engagement took place from spring 2013 to spring 2014 and in April, Council approved the Cycle Track Network pilot project. The network was opened in summer 2015. The benefits of the pilot proposal were that it was easier to "sell" to reluctant councillors and to a public unfamiliar with cycling networks and the benefits of a complete network would be experienced firsthand.

When choosing the network, a minimum number of streets were chosen to ensure minimum disruption. Three north-south streets were chosen and two east-west. Once that was done, there were three post-installation options available: (1) leave as a pilot, (2) convert to permanent for \$5m or (3) remove everything at a cost of \$2m.

If current reports are anything to go by, the pilot project is proving to be a success. It was early and under budget and since its opening is performing largely above expectations.

This talk describes the background to the Calgary project and then proposes an idea for a similar pilot project across Adelaide's CBD together with reasons why a pilot project is a potentially effective way to begin a metro-wide cycling network.

The presentation addresses the theme Walking and Cycling Across Our Lives by proposing a way people can safely choose to use a bike to cross and access the CBD, which is part of all of our lives.

The idea is described in detail at <http://bikeadelaide.blogspot.com.au/2015/04/if-i-were-mayor-cbd-bike-network.html>.

Summary: Walking and cycling should be fun. When it's fun, it's more likely we will do it as a leisure choice. This project promotes fun ways for children and families to explore Campbelltown's 4th creek trail through a playful map and wayfinding.

Bio: Graduate Landscape Architect, Erica Vidinis enjoys working with local communities to improve the quality of their public spaces with a focus on play experiences, way finding, community led projects and active travel opportunities. OPAL Campbelltown Project Manager Gavin Fairbrother has worked in community based health promotion for many years. OPAL is all about supporting children and families in the Campbelltown community to eat well and be active.

Additional author: Emily Moskwa, City of Campbelltown

Abstract:

The OPAL campaign "Life Looks Brighter Outside" is based on the acknowledgement that we have made it easy, desirable or acceptable for children to sit in cars, sit in class, and sit in front of screens in their spare time. There are many opportunities to be active and enjoy the outdoors in Campbelltown, but sometimes people need to be prompted about where to go or how to play. The Campbelltown Active Family Map identifies opportunities for families to get out and be active as an extension to the Your Pocket Guide to Outside production by suggesting specific routes for families to follow in actively exploring the City's outdoor areas.

The project commenced by listening to children's voice through feedback and engagement opportunities at local pre-schools and primary schools. This input was then used to help create an Active Family Map brochure which identifies four separate loop trails suitable for walking, cycling, scootering and a suite of nature play opportunities by highlighting hidden treasures such as climbing trees and geocaches. In doing so, it is designed to encourage discovery, exploration, risk taking and relaxation through connection with nature.

Each of the loops have broader connections to encourage repeat use. They offer connections to schools, cafés and local shops, safe places for families to learn bike skills, and connections to longer linear trails. As such they increase awareness and utilisation of existing assets, enhance local knowledge of pleasurable active leisure experiences, and hopefully increase the desire for families and children to enjoy Campbelltown's existing active leisure assets.

After testing the proposed loops and undertaking a risk-benefit assessment and child-friendly assessment, the end product was the production of a colourful fold-up map that is user-friendly for both children and adults. In total 1000 copies were printed and distributed at local pre-schools, primary schools and to local families attending OPAL events. Playful wayfinding signage was also trialled along one of the loops. The design was developed to be fun, eye-catching and engaging for children.

A launch of the map and wayfinding was attended by over 100 children and families in April and positive feedback received from children, families, staff and elected members. The feedback on the wayfinding trial will be used to inform councils W wayfinding strategy.

LETITITA DAHL-HELM, YORKE PENINSULA COUNCIL

WALK THE YORKE LEISURE TRAIL

Summary: The Walk the Yorke Leisure Trail is a continuous shared walking and cycling trail around the entire Yorke Peninsula coastline - a distance of approximately 500 kilometres.

Bio: Letitia Dahl-helm is the Natural Environment and Sustainability Officer (NESO) at Yorke Peninsula Council (YPC). She studied a Bachelor of Applied Science: Environmental Management and previously held various positions at metropolitan Councils delivering Natural Resource Management Board-funded projects. Letitia is also a qualified teacher. Her NESO role allows her to work on a variety of environmental projects, including management of roadside vegetation, water, waste, coastal access, and climate change. From 2013-2015 her hours increased to allow her to work on the construction of the Walk the Yorke Leisure Trail, in particular the development of interpretive signage.

Additional author: Stephen Goldsworthy, Yorke Peninsula Council

Abstract:

The Walk the Yorke Leisure Trail (Walk the Yorke) is a continuous shared walking and cycling trail around the entire Yorke Peninsula coastline - a distance of approximately 500 kilometres of spectacularly rugged cliffs, amazing views, pristine beaches, secluded coves, rocky reefs and tidal pools, windswept sand dunes, samphire forests, historic lighthouses and a peek into some of Australia's most productive farming land, rich Aboriginal culture and endemic scrublands.

The Concept was developed due to the realisation that an opportunity existed to link approximately 60 kilometres of coastal trails to form one continuous leisure trail that circumnavigates the Peninsula. YPC, working with local Progress Associations, had over time managed the construction of walking and cycling trails within a majority of the townships. It was during planning of these unconnected trails the idea of Walk the Yorke was born. In 2013 Council successfully applied for funding for the project, with construction occurring over 2.5 years. Walk the Yorke was officially opened on 13 December 2015. The Project was jointly funded by the Australian Government, South Australian Government and YPC.

Walk the Yorke has the potential to become an "iconic" South Australian tourism experience and

- attract visitors to the Peninsula;
- generate significant economic benefits to the region;
- make a significant contribution to the lifestyle, health and social wellbeing of South Australians; and
- increase recreational opportunities.

Further, managing one trail will be more strategic than managing a number of unrelated, disconnected trails, some of which are informal, poorly located and are detrimental to the sensitive coastal environment.

Walk the Yorke is for walkers and cyclists only and is designed to provide opportunities for a variety of visitors, from gentle strolls and rides to adventures requiring higher levels of fitness. The Trail is signposted with yellow markers and follows natural, gravel and paved surfaces as well as beaches. Where Trail conditions are not suitable, cyclists are diverted to roads. In addition, there are several facilities designed to enhance the user's experience. Seating, shelters, rainwater tanks, interpretive podium signage and information signs all form part of the Trail.

Summary: Moving from policies of heavy restriction on access for mountain bikes in natural spaces to having the goal of establishing the Mount Lofty Ranges as an international mountain bike destination.

Bio: Peter is a Project Manager at the Department of Environment, Water and Natural Resources, facilitating the South Australian Government's commitment to establish the Mt Lofty Ranges as an International Mountain Bike Destination. With ten years background in policy and planning, Peter has been part of the changing attitudes of land managers towards active recreation in natural areas.

Abstract:

As recently as ten years ago many land managers around the country believed that mountain biking was incompatible with conservation goals. Unauthorised and unsustainable trail construction, perceived increases in spread of weeds, and fears of user conflict all added to the 'evidence' that mountain bikes should not be allowed in parks. Since that time the South Australian Government has gone through a gradual but emphatic policy shift. By running a 'controlled access' trial for a local tour provider, followed by careful implementation of shared use trails designed by and for mountain bikers, the Government has been able to largely contradict earlier 'evidence'. Today mountain bikes are allowed and encouraged in many of the State's protected areas. Furthermore, the Government has launched an ambitious plan to establish the Adelaide and Mount Lofty Ranges as an international Mountain Bike Destination.

Summary: Over the last 21 years, Heart Foundation Walking has recruited volunteer Walk Organisers to support more than 25,000 Australians active each week through training, recognition and empowerment.

Bio: Tara Henderson is the National Recruitment Officer for Heart Foundation Walking and has worked within the organisation for seven years. She has a Grad Dip in Health Promotion alongside a Bachelor of Media Studies (Print Journalism). Tara has over 10 years of experience in the fitness industry, combining her aforementioned skills and knowledge to engage communities and organisations to become more active.

Additional author: Michelle Wilson, National Heart Foundation of Australia

Abstract:

The National Heart Foundation of Australia engages over 1,150 volunteer Walk Organisers as part of its Heart Foundation Walking (HFW) program. This volunteer base has proven an effective and cost efficient way to mobilise communities to walk more. Over 50% of the volunteers have volunteered for at least three years, and 10% continuing for over 10 years.

HFW is currently in its 21st year and engages 25,000 participants nationally. It is largely the involvement of the volunteer Walk Organisers that has contributed to the sustainability and growth of the program – the estimated worth of their hourly contribution involvement exceeds over 3.5 million dollars annually.

HFW partners with Host Organisations to deliver the program at a local level. HFW assist the organisations to recruit, train and support volunteers to set up and maintain walking groups. This occurs through the provision of resources, training and volunteer insurance.

There are currently over 1,250 walking groups across the country with an average of 32 participants. Groups walk for durations between 30 – 90 minutes on average 1-2 times per week.

The HFW model empowers volunteer Walk Organisers by encouraging them to operate relatively autonomously. Walk Organisers decide when, how often and where to walk. They recruit and register people to their group/s. Walk Organisers have available tools for local promotion of their group and walks.

In the 2015 bi-annual survey, more than 90% of Walk Organisers reported that the HFW program was important to the physical, social and/or mental wellbeing of walking participants. It demonstrated the altruistic value Walk Organisers receive themselves by getting and keeping their communities active. Their action has been linked to issues of health, wellbeing and influencing positive changes in the walkability of local neighbourhoods. The nature of the Walk Organiser role has generated numerous case studies from individuals who have become significantly prominent within their communities which will be highlighted throughout the presentation.



Australian Walking & Cycling Conference 2016

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