

Acknowledgements

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References

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Piloting a Safe Cycle education program

by Eddie Wheeler, Secretary/Manager, NRMA – ACT Road Safety Trust, GPO Box 2890, Canberra ACT 2601

An innovative cycling safety education program is being developed and trialled at Melba Copland Secondary School in the ACT with a grant of \$11,980 from the NRMA – ACT Road Safety Trust. The aim is to prepare and deliver a school-based pilot program targeting Years 7 to 10 that will promote bicycling safety when using multi-user paths, on-road cycle ways and roads in the ACT.

The Safe Cycle program was launched at the junior campus of the school on 24 November 2009. As part of the event, Trustee Julie Thornton presented the Trust's ceremonial cheque for its grant to the School's Principal Michael Battenally (see Figure 1).



Figure 1. Eddie Wheeler (Trust Secretary/Manager), Julie Thornton (Trustee), Terry Eveston (teacher and project manager) and Michael Battenally (Principal) with the Trust cheque for \$11,980 at the launch of the Safe Cycle Program

A key element of the program is the training of some Year 10 students as mentors to assist in delivering the program to Year 7 students. Mentoring is well recognised as an educational tool with the capacity to greatly influence awareness and behaviour. The

project also aims to promote a culture of safety for those students undertaking the Road Ready novice driver program in Year 10.

The long-term goal is for the Safe Cycle program to be rolled out across the ACT Government school system as part of the physical education and outdoor education curriculum. Schools using the Safe Cycle program would administer the cost through normal school procedures.

The Safe Cycle pilot program is expected to take 18 months to complete. It is being developed in five stages:

- **Stage 1: Development of a pilot Safe Cycle program.** Staff with bicycle experience (Certificate IV competencies in cycling) will develop the program through consultation with bicycle educators (Cycle Education, Capital Bike Hire) and community organisations (Canberra Off-Road Cyclists). Regard will be given to the Victorian Bike Ed program, aspects of the Road Ready novice driver program and the called Switch-back Kids early intervention program for at-risk youth.
- **Stage 2: Training.** Teaching staff from Melba Copland Secondary School will be trained to deliver the Safe Cycle program. Selected Year 10 students will be trained as peer mentors to assist in the delivery of the program.
- **Stage 3: Delivery of the Safe Cycle program.** The Safe Cycle program will be delivered as a pilot program with the Year 7 cohort, through the physical education and outdoor education curriculum.
- **Stage 4: Evaluation of the success of the program.** Pre- and post-program testing of participants will be undertaken. Surveys of bicycle educator consultants, parents and students will be undertaken to gauge perceived achievements of the program's goals.

- **Stage 5: Evaluation requirements for transferring the Safe Cycle program to other schools.** Strategies will be developed to enable other schools to deliver the program.

Enhancing the safety of cyclists has always been a major priority for the Trust and it has provided in excess of \$533,000 since its creation in 1992. Cycling initiatives funded include the following:

- school educational programs delivered by Pedal Power and the Australian Federal Police to primary school children
- ‘Share the road’ campaigns utilizing television advertising and bus backs
- helmet wearing campaigns
- visibility campaigns utilizing lights and reflective clothing
- a study into cycle crashes that involves interviewing cyclists presenting at the emergency departments of Canberra’s two hospitals.

Encouraging safer cycling through the *NSW BikePlan*

by Lyndall Johnson and Matt Faber, Roads and Traffic Authority of NSW

In response to the increasing pressures of climate change, traffic congestion and chronic ill-health associated with sedentary lifestyles, governments around the world are looking with increasing interest at active transport solutions. Significant investment is being directed towards cycling infrastructure and encouragement programs in many major western cities [1, 2].

New South Wales is no exception. In May 2010, the NSW Government released the *NSW BikePlan* (http://www.pcal.nsw.gov.au/_data/assets/pdf_file/0009/90837/NSWBikePlan_WEB.pdf), which outlines a comprehensive range of activities to be undertaken over the next 10 years to promote and enhance cycling across the state.

The *NSW BikePlan* focuses on how cycling can help make the towns and cities of NSW more sustainable, easier to get around, safer and better connected. Purpose-built infrastructure has been identified as a key component in encouraging more people to ride their bikes. Examples of work to be undertaken over the next 10 years under NSW Government leadership include:

- promoting end-of-trip facilities such as showers and bicycle parking facilities at major trip destinations, including secure cages or bicycle lockers at key transport hubs to encourage integrated transport use.
- supporting the roll-out of cycling skills and proficiency courses for adults who want to ride more for transport or recreation
- promoting and supporting local cycling events during NSW Bike Week
- supporting major recreational and touring cycling events
- encouraging and promoting the bicycle tourism industry
- developing best-practice guidelines for local bicycle hire or share schemes
- building and maintaining a comprehensive online source of bicycle information, including a bicycle route-finding facility, an online route sharing and feedback facility, and the ability to create personalised cycle network maps
- making bicycle information accessible to people from non-English speaking backgrounds and to people without internet access.

A key target of the *NSW BikePlan* is to achieve 5 per cent of travel by bike for all trips in Sydney of less than 10 kilometres by 2016. This target is ambitious given the current estimated mode share by bicycle is only around 1 per cent in the greater metropolitan area (i.e., the Sydney, Newcastle and Wollongong conurbation) [3]. The NSW Government is determined to reach this target with the assistance of the *NSW BikePlan*’s proposed investment in cycling infrastructure and encouragement programs.

The NSW Government is equally committed to ensuring that the acknowledged social and health benefits of bicycle riding do not come at the cost of road safety. It will be important to take