

## Our Policy Approach

There are numerous policies that can help support and increase cycling participation. Many of them only involve minor changes or priority-setting; some will need a complete re-think or overhaul of approaches that have led us to where we are. Take, for example, the following policy initiatives we support:

- The establishment of a non-partisan, cross-party commission empowered to ensure government is acting to meet its cycling strategy targets and to report annually to the public on these actions and measures.
- A national standard for road cycling facilities, cycling infrastructure, road surface and road regulations. Also an agreed national standard for signage and bike lane design criteria.
- A government-driven campaign to improve attitudes between road users, especially towards vulnerable road users
- A legislated bias towards protecting vulnerable road users through improved enforcement.
- Support for a national standard of a minimum cyclist passing distance of 1 meter for up to 60 kph and 1.5 meters for over that speed.
- Ensuring all young people undergo bicycle skills training while at school.
- Motorist licensing tests to include 20% of questions towards road sharing regulations.
- A review of speed limits to take into account road design and quality for both present and proposed road users.
- Increased funding for the maintenance of current cycle paths and cycle lanes with a focus on outer-urban and regional roads and paths.
- A national program to evaluate and encourage large businesses to promote non-motor vehicle options for employees.
- A fundamental change to the Black Spot funding program to ensure it is not used as a political reward program and that projects deliver outcomes that meet or exceed current Austroads standards for safe design for *all* road users.
- An evaluation of the adequacy of laws and penalties that apply to aggressive behaviour by drivers of motor vehicles towards pedestrians and cyclists.
- The elimination wherever possible of “permission” or call buttons and triggers in favour of automatic right-of-way preferencing of pedestrians and cyclists at signalised intersections.
- Legislation and funding to support the furthering (or in some cases such as NSW, the beginning) of a national rail trails network.
- That a national inquiry or commission be established to review the efficacy of mandatory bicycle helmet legislation (MHL) based on the experience of the last 20+ years with a view towards recommending its continuation, removal or modification. Based on the recommendations of a recent inquiry in Queensland, we are ready to support the reform of bicycle helmet regulations that would allow adult cyclists the choice of wearing a helmet or not.
- The provision of proper bicycle storage areas on suburban and regional trains to encourage travel by bicycle and also bicycling tourism.
- Clarity and sufficiency in CTP schemes to address injuries suffered by pedestrians and cyclists.
- The establishment of a dedicated funding mechanism through an allocation of a portion of current tax receipts to underwrite national actions.