

VICTORIA

VICTORIAN TRANSPORT STUDY

**REPORT ON
BICYCLES**

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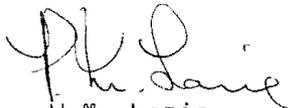
The Honourable R.R.C. Maclellan, M.L.A.,
Minister of Transport,
570 Bourke Street,
MELBOURNE, VIC. 3000.

Dear Mr. Maclellan,

I have the pleasure to submit herewith a report on
Bicycles.

This is one of a series of reports being prepared
to make known the results of the Victorian Transport
Study.

Yours sincerely,


W.M. Lorie.

BICYCLES

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SUMMARY

Bicycles as a significant means of personal transport have been around for more than a century. In the post World War 2 period their use has been somewhat overshadowed by the rapid evolution of the multi car household, the widespread development of the school bus system for transport of children to and from schools, and the low cost use of public transport systems by school children through concession fares and subsidies.

The use of bicycles now seems to be going through a phase of revival, and more of them are being seen on the roads, particularly in suburban areas, as the younger generation realises the advantages of this flexible form of personal transport and as their parents recognise the economic and physical benefits of bicycle ownership.

The future role of the bicycle in transportation, particularly in the young teenage section of the population, seems assured. While serious consideration of the bicycle in the context of a Transport Study in 1980 might be queried by some, the fact is that many people give thought to, and make use of this means of transport.

So influential has this body of opinion become, that the Government has seen fit to establish a State Bicycle Committee and to sponsor and pay for serious technical studies of the use of bicycles in specific areas in Victoria. A pilot study was carried out in Geelong, and a further study was carried out in the Port Melbourne to Sandringham area, involving nine local government areas.

These studies have led to government endorsement of planning activities catering for long term developments associated with the safe use of bicycles, based on experiences in Geelong, and the formal preparation of a Melbourne Bicycle Strategy.

Substantial financial involvement by government is evident in all these activities, and the formalities that now surround the planning and implementation of the Melbourne Bicycle Strategy Plan, and the effort and resources that are directed towards it, are indicative of substantial future expenditure at both State and local government levels.

In view of the demands and priorities in other areas of transport, and government responsibilities vis a vis government finances, there appears to be a requirement that the matters examined in this particular report be subject to continual surveillance, with a view to ensuring that they are kept in perspective and allocated appropriate priorities.

1.

1. INTRODUCTION

1.1 In recent years, increasing attention has been given to the bicycle as a means of transport, and at the same time there has been a substantial increase in bicycle sales. Between 1966 and 1976 bicycle sales in Victoria increased by 600 percent, and currently there are about 130,000 bicycles sold each year. It is estimated that there are now about 700,000 bicycles in Melbourne alone, of which up to two-thirds are ridden regularly.

1.2 Data on bicycle usage is limited. However, surveys in the Geelong area indicate that 77 percent of bike owners and 90 percent of regular bicycle users are students. Figures for Melbourne and other urban areas in the State could be expected to be of a similar order.

1.3 The current trend is for an increasing number of adults to own and ride bicycles. This trend can be expected to continue in the foreseeable future, although the number of bicycle trips per day by adults is always likely to remain a very small percentage of the total daily trips by adults using all forms of transport. At the same time, the use of bicycles is now such that the bicycle is a significant mode of transport in urban areas, and must be recognised as such. However, it cannot be regarded as a single solution to the problems of transport, of energy conservation, and of the environment in urban areas.

1.4 As the use of the bicycle has increased there has been an increase in accidents involving bicycles. In 1975, 605 cyclists were involved in injury accidents, including 16 killed. In 1979 the comparable figures were 950 and 43. A cyclist involved in an accident has a 4 times greater chance of being killed, and a 4.5 times greater chance of being injured, than a motorist. Also, studies by the Road Safety and Traffic Authority indicate that in Victoria $\frac{2}{3}$ of bicycle accidents can be attributed to the fault of the cyclist. 72 percent of bicycle accidents occur in the 7 to 17 years age group, while 33 percent of them are in the 12 to 14 years age group.

1.5 Because of the increasing sales and use of the bicycle and because of concern about the number and severity of accidents involving cyclists, it is important that proper provision be made for the bicycle to ensure that it is a safe means of travel.

2. SUBMISSIONS

2.1 The State Bicycle Committee has made a detailed submission to the Study. The submission deals with the following aspects:-

- Planning for bicycles - need and direction
- Recent initiatives in Victoria
- Efficiency of the bicycle
- Overseas experience in bicycle planning
- Inter-modal transport
- Future requirements in Victoria for bicycles

2.2 The Committee recommends that "The Study recognises that bicycles are a relatively inexpensive, efficient and convenient means of personal transport; an increase in the use of the bicycle mode will provide health benefits through exercise, have little impact on the environment and use few non-renewable resources. An increase in bicycle use can largely be accommodated on the existing road system. Therefore, the bicycle mode has a significant part to play in any comprehensive State-wide transport plan".

2.3 The Committee also makes twelve other recommendations that it considers should be included in the findings of the Study. These recommendations are listed in Appendix 1.

2.4 The Bicycle Institute of Victoria has also made a detailed submission, which covers the following aspects:-

- The Bicycle Institute of Victoria
- Economic Considerations
- Economic analysis in Geelong
- National security considerations
- Geelong bike plan
- State Bicycle Committee
- Realistic Planning
- 4 E's Programme
- Dual mode bicycle travel
- National Energy Act - Bicycle Amendment (U.S.A.)
- Non-motorised planning units
- Rules of Government agencies
- Future B.I.V. involvement in planning

3.

2.5 The Institute's submission includes seven appendices. It contains eight recommendations, which are listed in Appendix 2.

2.6 The submission from the Country Roads Board contains a section on bicycles. It says that bicycles are part of the transport system, and that provision should be made for them. It indicates that the majority of bicycle owners and riders are students, and that while the contribution of bicycles to urban commuter travel is increasing, it is still small and likely to always remain so. The Board's submission concludes that the bicycle serves a useful role in providing individual services to that section of the community with relatively few other transport options.

2.7 In its submission the Victorian Automobile Chamber of Commerce "agrees that cycling is an alternative form of transport that should be encouraged in the interests of fuel conservation, environment protection and community health. However, V.A.C.C. wishes to draw attention to a form of transport which has the advantages of cycling, but is not so limited in terms of distance and the requirement for physical fitness. That alternative is the moped".

2.8 The Chamber lists a number of advantages of mopeds and submits "that positive action should be taken by the Government in order to encourage the use of mopeds". It has also made available a copy of its submission on mopeds to the Joint Select Committee on Road Safety.

2.9 The Road Safety and Traffic Authority has also made available a copy of its submission on mopeds to the Joint Select Committee on Road Safety. The Authority's submission presents some accident information and says that "it is clear that, if people can be encouraged to use mopeds instead of motor cycles, substantial road safety benefits could be expected. However, any move which encourages the use of mopeds instead of public transport, cars or bicycles is likely to result in substantial increase in road accident casualties (deaths and injuries)".

2.10 The Authority's submission concludes that it "considers that a moped rider should be treated no differently to a motor cyclist in regard to licensing age, licence tests, and requirements to wear a helmet. However, in order to encourage the use of mopeds rather than motor cycles, the Authority considers that registration fees should be lower than the motor cycles. Furthermore, if as expected, the accident record of mopeds is shown to be lower than motor cycles, the Third Party Insurance premiums should be proportionately lowered for mopeds".

4.

2.11 Another submission supports the use of the "Bickerton" folding bicycle for dual mode (either bicycle - train or Bicycle - car) transport, and two others support bicycling as a means of transport.

3. THE GEELONG BIKE PLAN

3.1 The Geelong Bike Plan is widely recognised as a model for bicycle planning.

3.2 When preparation of the Plan commenced, an initial step was to collect factual data by means of an intensive programme of surveys and investigations. These included questionnaire surveys of primary and secondary schools and students, and of adults (both cyclists and non-cyclists), surveys of businesses, industries, recreational and shopping centres, field counts, and an inventory of all roads in the study area. In addition, accident data was analysed, and relevant Australian and overseas literature was reviewed. The community was actively involved in the Study by the formation of a Bike Riders' Advisory Committee, a newspaper survey, a public exhibition, consideration by municipal councils and a public seminar.

3.3 The main findings of the surveys and investigations were as follows:-

- . Bicycling occurs on virtually every street, origins and destinations of bicycle trips being spread over the whole urban area.

- . It would not be practicable to provide for a system of bike paths to cater for more than a small proportion of the bicycling population in existing urban areas.

- . Bike paths should be incorporated into the planning of new urban areas.

- . The bicycling population is predominantly young, 90 percent being under 18 years of age, with the majority under 15 years.

- . Approximately 60 percent of accidents occur at intersections, with the majority being at uncontrolled intersections.

- . There is a need for bicyclists to exercise more care and to pay more attention to their visibility at night.

- . The main concerns for bicyclists are for controls at intersections, improved riding surfaces, direct paths, improved vehicle driver behaviour, and secure parking facilities.

3.4 Following consideration of these findings a four pronged plan was developed, based on the following objectives:-

. Engineering Objectives - A strategy plan was developed for the Geelong urban area, and from this a physical improvement action plan was drawn up. It included intersection improvements, removal or bypassing of hazardous locations, improved signing and markings including re-stripping to provide wider kerbside lanes, improved pavement surfacing, construction of some bike paths away from existing streets, and provision of secure parking facilities at selected locations.

. Education Objectives - Education programmes dealing with road safety, bicycling proficiency, maintenance of bicycles, and the like, with emphasis on training for school students, but also including adults, were proposed.

. Enforcement Objectives - Enforcement programmes were directed at both bicyclists and motorists, and were concerned with both behaviour and equipment standards.

. Encouragement Objectives - Programmes were designed to create an awareness of the Bike Plan itself and of safety and training programmes, of the benefits of bicycling and to encourage institutions to make provision for secure parking areas and changing facilities for cyclists.

3.5 The approach adopted, and the proposals put forward in the Geelong Bike Plan generally would apply to all urban areas, although the engineering objectives (in particular) would need to be tailored to suit specific local conditions in each urban area.

3.6 The Geelong Bike Plan is now being implemented over a period of 5 years at a cost of \$1.6 million. This work has been under way for almost 2 years. It is being directed by a Committee comprising representatives of the Geelong Regional Commission, the City of South Barwon, the Shire of Corio, Education Department, Police Department, Department of Youth Sport and Recreation, Country Roads Board and the Road Safety and Traffic Authority.

4. OTHER VICTORIAN INITIATIVES

4.1 After consideration of the Geelong Bike Plan the Minister for Youth, Sport and Recreation and the Minister of Transport jointly announced that Cabinet had recognised the bicycle as a significant mode of transport and was prepared to take action to implement the recommendations in the Plan. The Ministers also announced that finance would be provided to implement the Plan in stages, and to develop a similar strategy for Melbourne.

4.2 At the same time, the State Bicycle Committee was restructured under the Ministry of Transport. The Committee now comprises representatives of the Ministry of Transport, Department of Youth Sport and Recreation, Police, Road Safety and Traffic Authority, Education Department, Melbourne and Metropolitan Board of Works, Country Roads Board, Royal Automobile Club of Victoria, Victorian Railways Board, Geelong Regional Commission, Melbourne and Metropolitan Tramways Board, Local Government Engineers Association, Bicycle Institute of Victoria, Australian Road Research Board and three community representatives.

4.3 An independent Chairman has been appointed to head the State Bicycle Committee.

4.4 In 1978 preparation of the Melbourne Bicycle Strategy began.

4.5 As a first stage Consultants were engaged to prepare a strategy for what was called the "Bay Sector" extending from Port Melbourne to Sandringham, and covering all or part of the municipalities of Port Melbourne, South Melbourne, Melbourne, Prahran, St. Kilda, Caulfield, Brighton, Moorabbin and Sandringham.

4.6 The Consultants have now completed this investigation and have submitted a detailed report on a proposed strategy. The proposed strategy aims at integrating the bicycle into the total mix of traffic by:-

- . Improving the cycling environment on the arterial road network.

- . Developing a network of bicycle arterials using non-arterial roads to provide alternative routes to the arterial roads.

- . Improving the cycling environment on the local street network throughout the sector.

4.7 In addition, five other measures were recommended namely:-

- . The provision of improved storage facilities for bicycles at railway stations.
- . Consideration of the siting of bicycle storage facilities, and the selection of storage types, as a part of local bicycle planning.
- . The specification of both recreational circuits and educational circuits in local bicycle planning.
- . The provision of signing in conformity with guidelines being developed for Victoria.
- . The preparation of a map showing the bicycle arterial network in the Sector.

4.8 As a part of the first stage of the Melbourne Bicycle Strategy improved bicycle storage facilities were installed in June 1979 at Box Hill, Nunawading and Mitcham railway stations. The object was to assess the performance and use of alternative facilities, and their influence on attracting people to bicycle-rail dual mode travel. Interim results of this particular study indicated that:-

- . The bicycle locker is the type preferred by most dual mode cyclists.
- . Weather protection is almost as important as security.
- . Almost all new bicycle-rail travellers already travelled by train.
- . Installation of the new storage facilities has freed a small number of car parking spaces.

4.9 Following completion of the first stage (i.e. the "Bay Sector") of the Melbourne Bicycle Strategy, action is now in hand to complete the Strategy for the remainder of the metropolitan area in two further stages. The target is to complete the second stage by June 1981, and the third and final stage during the 1981-82 financial year.

4.10 In addition to the above, several municipal councils have taken initiatives with regard to bicycle planning. Those that have developed, or are developing bicycle planning programmes include municipalities in the Bendigo area, Ballarat, Bacchus Marsh, Collingwood, Horsham, Knox, Mordialloc, Nunawading, Sandringham and Werribee.

5. BICYCLE PLANNING PRINCIPLES

5.1 As already mentioned, the Geelong Bike Plan is a model for bicycle planning, and its concepts and principles provide a sound basis for making adequate and appropriate provision for bicycles in other areas. In fact, all other planning for bicycles currently being carried out in Victoria is based, to a large extent, on the Geelong Bike Plan.

5.2 The basic bicycle planning objective should be to encourage bicycling with safety, efficiency, mobility, comfort and pleasure by the implementation of proposals that are realistic, flexible and economical.

5.3 Planning principles can be summarised as follows:-

- . Bicycle facilities should be properly integrated with road, footpath and public transport facilities.

- . Direct routes that minimise travel distance are preferable to indirect or poorly located bikeways that take cyclists well away from their desired path.

- . The large majority of bicycle movements are local in nature (to school, to the local shop, to friends, to railway stations, to local employment centres, or to recreation), and these can be adequately catered for on local streets and on secondary or collector roads. In general, physical separation from vehicular traffic is not necessary, nor can it be justified.

- . On suburban arterial roads, bike facilities primarily will be on, or contiguous with existing pavements within established road reserves. Wherever possible bicycles should be separate from vehicular traffic by lane markings, kerbing, or other physical separation and signing. However, in most cases physical separation will not be possible, in which case widened kerb side lanes (by adjustment of lane markings) or shared parking-bicycle lanes should be used as far as practicable.

- . The use of bicycles on the higher volume arterials should not be encouraged on the grounds of safety, unless they can be physically separated from vehicular traffic, or widened kerb side lanes provided by adjustment of lane markings. In the case of arterial roads with separate service roads along them, bicyclists should be encouraged to use the service roads.

. Bicycle facilities should be permitted on freeway reserves only if they can be located, and physically separated to prohibit access to the freeway pavements or emergency stopping lanes. They should not be permitted on the pavements or emergency stopping lanes of freeways on the grounds of safety.

. Off road bikeways along rivers, creeks and adjacent to open space, mainly for recreational purposes, together with short cut bikeways to schools, sporting areas and the like are appropriate.

. In newly developed urban areas, provision should be made for bicycles, including direct short cut links to schools etc., at the subdivision planning stage.

. Geometric standards, including those for width, curvature, grade and surface type should be carefully selected to be appropriate to cyclists' needs.

. Consideration should be given to making adequate provision for handling bicycles at the trip end.

6. MOPEDS

6.1 Discussion on mopeds is included in this report as several of the planning, implementation and safety considerations concerning bicycles and mopeds are similar. Also, the moped can be considered to be a stage of development of the bicycle.

6.2 The Victorian Automobile Chamber of Commerce says, in its submission, that "the profile of a typical moped could be a small two wheeled one passenger vehicle with an engine capacity not exceeding 50 cc., a maximum speed not exceeding 50 Km/h (or a power output not exceeding 1.5 kW), and a maximum weight of 60 Kg. It would have automatic or variable transmission with no clutch lever and nonselective gears. It might have pedals, but this is not necessarily so, particularly with more recent models".

6.3 The Chamber's submission outlines a number of potential advantages of mopeds, including fuel efficiency, overall operating economy, better use of parking facilities, and a way to complement public transport by encouraging dual mode (moped-train) travel. These are acknowledged, but their more widespread use would introduce greater numbers of light vehicles into the traffic stream. At this stage, because of small numbers, local data on accident rates with mopeds is not available - although overseas data suggests they are safer than motor cycles.

6.4 At present moped numbers are small, but it is possible that these will increase significantly in the future. While the Chamber submits that the use of mopeds should be positively encouraged by the Government, the Study Group considers that at least at this stage, any encouragement should come from the trade.

6.5 It would be appropriate for the Government to keep the use of and experience with mopeds under close review, so that it can be in a position to modify existing controls on their use as appropriate.

6.6 In this regard, the Road Safety and Traffic Authority's submission to the Joint Select Committee on Road Safety indicates that, in Victoria, a moped is regarded as a motor cycle under the Motor car Act. Hence, it must be registered and carry Third Party Insurance, and the rider must have a motor cycle learners' permit or licence. Whether or not these provisions should be reviewed should await operating experience, if and when moped numbers increase significantly.

6.7 There have also been suggestions that the licensing age for moped riders should be reduced to 15 or 16 years. It is noted that the Road Safety and Traffic Authority's submission indicates that this would most likely result in an overall increase in both death and injury accidents.

7. DISCUSSION

7.1 The Study Group recognises that the bicycle is, and will continue to be a significant mode of transport, particularly for school children and students, and other young people. It also recognises that appropriate consideration should be given to the provision for bicycles in transport planning, and when transport facilities are being designed.

7.2 Some planning principles have been summarised earlier in this report.

7.3 The Study Group notes that a considerable amount of effort is currently being directed to bicycle planning in Victoria. It also notes that this planning in general follows the concepts and principles of the Geelong Bike Plan, and that in many instances worthwhile provision for bicycles can be made at relatively low cost.

7.4 The Study Group considers that, when planning is carried out and agreement to proposals is reached, implementation should then follow on. However, it desires to emphasise that the amount of effort and resources (including finance), directed towards planning for bicycles and the implementation of proposals needs to be kept in perspective and to have regard for priorities in other areas of transport.

7.5 The recommendations by the State Bicycle Committee and the Bicycle Institute of Victoria to the Study have been included in this report as Appendices 1 and 2 for record purposes. The Study Group considers that the intent of most of these recommendations is that bicycle planning, and subsequent implementation of proposals be actively encouraged. The Study Group supports this intent, subject to the comments above, and it considers that the current effort and resources being directed towards provision for bicycles are appropriate. It therefore considers that specific action on these recommendations is not necessary at this stage.

7.6 Notwithstanding the above it is desired to comment as follows on three suggestions made by the Bicycle Institute of Victoria:-

. An independent State Bicycle Committee supported by a properly staffed State Bicycle Planning Unit (or alternative) be established. As noted earlier, the State Bicycle Committee now has an independent Chairman. Whether or not the State Bicycle Committee needs the support of a planning unit is a matter best dealt with by the Committee itself. However, it would appear that planning for bicycles is currently proceeding to an appropriate extent, and the need for a separate unit would seem doubtful.

. A State Bikeway Design Manual be prepared. It is considered preferable for design standards to evolve with experience and to be included in the appropriate road design manuals. It is understood this procedure is being followed. In this regard, the use of practical low cost standards and solutions should be encouraged.

. That the Commonwealth Department of Energy be approached to set up a National Bicycle Planning Study. It is considered that, at this stage, it should be adequate to keep in mind the potential of the bicycle for energy conservation and that a study at the national level is not required.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 The bicycle is, and will continue to be a significant mode of transport, particularly for school children and students, and other young people in the community.

8.2 Appropriate consideration, in accordance with the general principles outlined earlier in this report, should be given to provision for bicycles in transport planning, and in the design of transport facilities. These considerations should have regard for costs and for priorities in other areas of transport.

8.3 It is recommended that the Government:-

. Reaffirm its earlier expressed view that the bicycle is a significant mode of transport.

. Emphasise that, in the planning and design of transport facilities, consideration should be given to provision for the bicycle, generally in accordance with the principles summarised in this report, and having regard for costs and for priorities in other areas of transport.

9. REFERENCES

1. Geelong Regional Commission, "Geelong Bike Plan Study Report", 1977.
2. Geelong Bike Plan Committee, "Geelong Bike Plan on the Move 1978-79", 1979.
3. Victorian Automobile Chamber of Commerce, "Submission to the Joint Select Committee on Road Safety on Mopeds", 1979.
4. Road Safety and Traffic Authority, "Submission to the Joint Select Committee on Road Safety on Mopeds", 1979.
5. Loder and Bayly, "Melbourne Bicycle Strategy - Report on Bay Sector Engineering Strategy and Bike - Rail Dual Mode Trial", Report to the Ministry of Transport 1979.
6. Pattinson, W.H., "Bicycle Facilities for Australian Capital Cities", Australian Transport Research Forum, Third Annual Meeting Melbourne 1977.

APPENDIX 1

Recommendations contained in the submission by the State Bicycle Committee.

It is recommended that the Transport Study:-

- . Recommend to the State Government that all Government agencies be directed to give positive recognition to the bicycle in transport and traffic planning and implementation programmes.
- . Give positive recognition to the desirability of traffic safety education programmes to encompass age-related courses on pedestrians, bicycles, motor cycles and cars.
- . Recognise the urgent need for bicycle safety and education programmes in Victorian schools and support the safety programmes now being undertaken in this State by the Education Department, and the Road Safety and Traffic Authority.
- . Stress the need for the State Government to provide some immediate funds for high priority on the ground projects, over the next two years until the Melbourne Bicycle Strategy is complete.
- . Foreshadow the need to allocate funds for the implementation of the Melbourne Bicycle Strategy when the proposal is presented in 1981.
- . Support the continued preparation and early implementation of the Melbourne Bicycle Strategy.
- . Support the ongoing Police Trials in Victoria to improve the behaviour of both cyclists and motorists.
- . Support the continued implementation of the Geelong Bike Plan.
- . Press for Federal involvement in the funding of bicycle programmes in the State, as part of the wider energy conservation programme.
- . Recommend the use of dual mode transportation (i.e. bike-rail, bike-bus) by encouragement by Vicrail, the Government and bus operators.
- . Encourage the early formulation of improved bicycle safety product standards.
- . Emphasise the need for research programmes into bicycle related issues.

APPENDIX 2Recommendations contained in the submission by the Bicycle Institute of Victoria.

The principal recommendations of the submission are as follows:-

- . Bicycle planning should be an integral part of an integrated state transport/oil conservation programme in much the same way as it is in the U.S.A. and Sweden with a State government commitment on par with the Bicycle Amendment to the U.S. National Energy Act detailed within the text of this submission. A statement should be forthcoming from the Victorian Government reaffirming the Cabinet's February 1978 designation of the bicycle as a "significant form of transport".
- . Cycling should be encouraged by the State government in much the same way as it done by the Governments of California and Oregon in the U.S.A. by the provision of a properly constituted neutral and independent State Bicycle Committee, supported by a properly staffed State Bicycle Planning Unit or a non-motorised (Bikeway) planning unit in the Country Roads Board or some suitable combination of both these forms of organisation.
- . Top priority should be given to the full implementation of the Geelong Bike Plan and the implementation of the Melbourne Bicycle Strategy Plan by 1981 as promised by Mr. Hamer in May 1979 in his election speech at the Malvern Town Hall. Implementation of the completed Bayside Sector Plan is an 'off the shelf' energy conservation programme which can be started immediately.
- . The experimental education and enforcement programmes being developed in the Geelong Plan can be accelerated only if it is given top priority and ROSTA should be instructed to prepare bicycle education programmes for all age groups and upgrade the priority they give to bicycle enforcement and education generally.
- . That a public transport marketing study be conducted to find out the best way of increasing bicycle/train dual mode passenger patronage and that this marketing study be under the joint control of the State Bicycle Committee and Vicrail.

. That a State Bikeway Design Manual be prepared, that combines existing standards for widened kerbside lanes with detailed information on the design of bicycle paths, protected bicycle lanes and special intersection treatment at a level of sophistication comparable to the Swedish National Bikeway Design Standards. The C.R.B. be instructed to prepare this Design Manual.

. That the Federal Department of Energy be approached by the Ministry of Transport to set up a National Bicycle Planning Study along the lines of the bicycle study commissioned by the U.S. Department of Transportation to implement the Bicycle Amendment to the U.S. National Energy Act.

. That funds be provided to set up the Bicycle Institute of Victoria for 5 years, to actively promote bicycling in the community and provide similar services to those provided by the Bicycle and Pedestrian Research Centre in Philadelphia and by similar U.S. bodies. One of the services would be the production of a quarterly Victorian bicycle planning magazine, to provide a vehicle of effective communication between all those involved in Bicycle Planning and implementation. Another possible role for the B.I.V. would be to act as a non-profit employment agency set up to provide student labour for much of the planning work remaining to be done.