

Walking and bike-riding for Australia: Their place in our Plan

RA Policy Webinar

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Infrastructure Australia

What we do

Audit

Future trends / Data and analysis / Challenges and opportunities

Released for feedback: June 2019





Prioritising Reform





AIP21

Policy (non-build) reforms 2021-2036

Target: Mid 2021

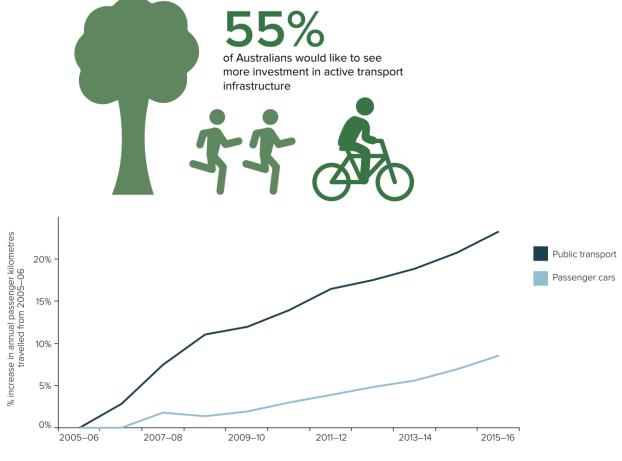
Infrastructure Priority List





Some of what the 2019 Audit told us about active transport

- Active transport remains a challenge for Australian policymakers
- The number of children walking or riding to school has halved in Australia since the mid 1970s
- Even in our busiest bike-riding suburbs, we see about one-tenth of the Netherlands' use of active transport for day-to-day trips
- Low urban densities and long distances give us only part of the story – in Sydney over 2 million car trips under 2km are driven every day
- Feeling unsafe when walking or riding a bike is the biggest barrier we face
- Yet just like we are embracing public transport in increasing numbers – Australians want to use active transport more





Some of the directions emerging for the 2021 Plan

- The COVID-19 acceleration effect: walking and bike-riding matter more
- We are witnessing a new role for active transport, outside our front doors
- Urban Australians have great expectations of future opportunities
- Some wins will come faster than others
- Micromobility + rideshare = access for all users, landscapes, conditions
- Mass transit + first / last mile active transport = access for all distances
- Early investment in '30-minute centre' catchments = no regrets
- Other wins will come through generational change...
- ...to Australian cities, and to Australians themselves













Sarah Maddock (née Porter; born Eden, 1860; died Double Bay, 1955), founder of the Sydney Ladies' Bicycle Club and the first woman to ride the 924 km from Sydney to Melbourne, over nine days in 1894 (courtesy Mitchell Library, State Library of NSW)

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