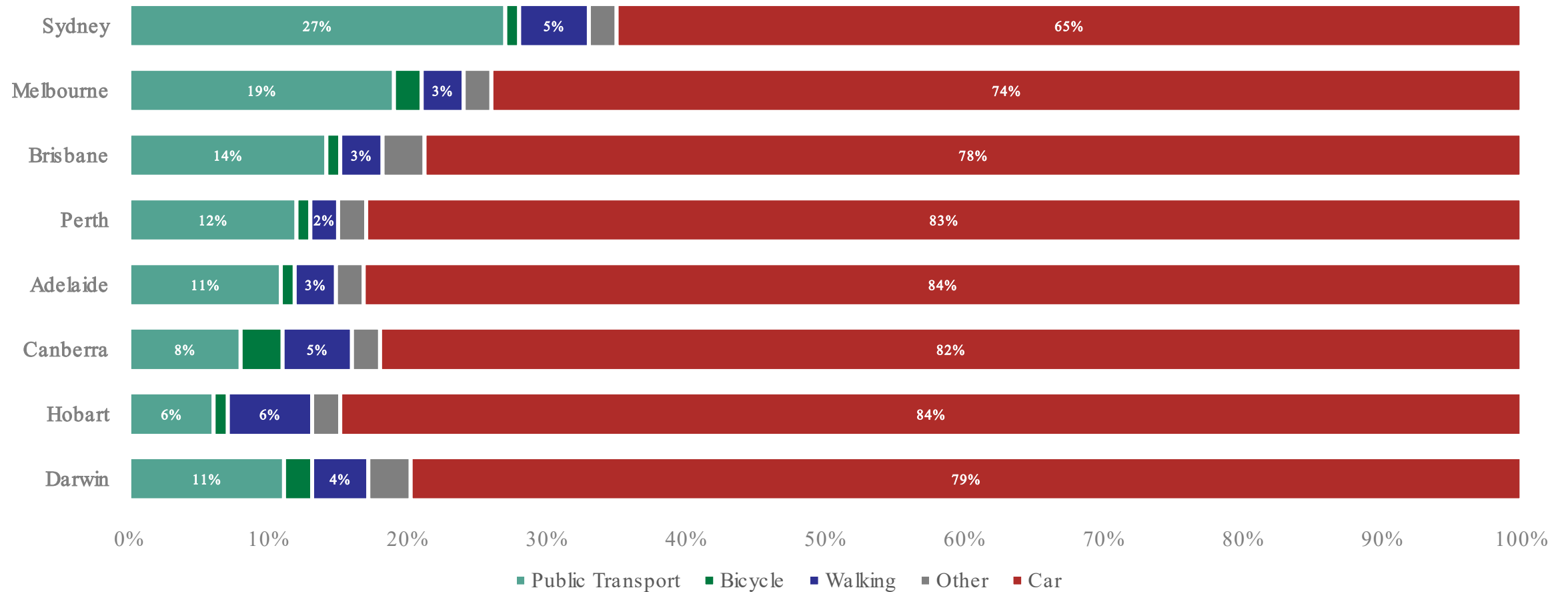


Active transport - the Australian reality versus the opportunity

The pre-2020 reality



The pre-2020 reality



Westgate Freeway Melbourne



Dandenong nine level crossings



Veloway Brisbane

The post and pre-2020 reality



Source: Gear Change, re quoting, Physical activity: applying All Our Health. <https://www.gov.uk/government/publications/physical-activity-applying-all-our-health/physical-activity-applying-all-our-health>

The post-2020 opportunity



Sources: Bicycle Network, The Guardian, BBC

The post-2020 opportunity



Purely cosmetic alterations should be avoided.



Barriers, such as chicane barriers and dismount signs, should be avoided.



Routes should be designed only by those who have experienced the road on a cycle.

Source: Transport for London 2020, Gear Change Strategy pg. 21



Cyclists must be treated as vehicles, not pedestrians.



Routes must join together; isolated stretches of good provision are of little value.



Routes must feel direct, logical and be intuitively understandable by all road users.



Routes and schemes must take account of how users actually behave.



Purely cosmetic alterations should be avoided.



Barriers, such as chicane barriers and dismount signs, should be avoided.



Routes should be designed only by those who have experienced the road on a cycle.

The post-2020 reality

