



September 30th – October 1st, 2021

University of South Australia

Adelaide, Australia

Conference Program

Global Lessons; Local Opportunities

GOLD PLUS SPONSOR



Keynote speakers



FIONA CAMPBELL, CITY OF SYDNEY

Fiona has been working for the City of Sydney since 2008 and is the Manager Cycling Strategy. She is deeply committed to making Sydney a bike-friendly city and to helping others achieve similar goals. Fiona is currently managing the roll out of 11 new City of Sydney cycleway projects, three of which are permanent designs to upgrade temporary Covid-19 pop-up cycleways. Fiona mostly rides a Danish (Butchers and Bicycles) cargo trike, and on weekends accompanied by two Jack Russells.



DR MEREDITH GLASER, URBAN CYCLING INSTITUTE

Dr Meredith Glaser is an American urban planner, lecturer, and sustainable mobility researcher, based in the Netherlands since 2010. At the Urban Cycling Institute (University of Amsterdam), her research focuses on public policy innovation, knowledge transfer, and capacity building for accelerated implementation of sustainable transport goals.

She is one of the world's most experienced educators for professionals seeking to learn Dutch transport planning policies and practices. She also manages academic output for several European Commission projects and sits on the advisory committee of the Cycling Research Board.

Meredith holds masters degrees in public health and urban planning from University of California, Berkeley and a PhD from the Urban Cycling Institute with the University of Amsterdam.

Invited Speaker



COUNCILLOR DR HELEN DONOVAN, CITY OF ADELAIDE & WALKING SA

Dr Helen Donovan is the Executive Director of Walking SA and a Councillor with the City of Adelaide. She is a health psychologist and a strong advocate for prioritising urban design and planning to enable active transport as a means for improving public health outcomes. Her work has encompassed: analysing and developing policy to influence health outcomes for federal government agencies; developing, implementing and evaluating workplace counselling and health behaviour change interventions for Victoria Police and the Australian Defence Force; developing content for online programs for Breast Cancer Network Australia; coordinating the roll-out of a state-wide behaviour change program for the Heart Foundation, and lecturing in behaviour change at Deakin University. Her role at Walking SA is a very enjoyable combination of improving walkability outcomes for recreation, transport, and health.

Zoom Etiquette for Viewers

Remain on **MUTE**

Keep your **CAMERA OFF**

Technical issues:

Post in the Zoom chat as the first action

OR

Contact Ian via email radeboneian@gmail.com or text/phone 0402 965 929

While we encourage discussion, please keep the Zoom chat **RELEVANT**. We encourage you to make connections and network with your colleagues, and invite you to send direct messages via Zoom to share contact details (e.g. LinkedIn, Twitter)

Join the conversation on Twitter with the hashtag **#AWCC2021**

Instructions for Presenters

Please read the following carefully.

All presenters are asked to join the session using the links provided for the attendees (see below for the Streams). Links were provided to presenters one week before the conference.

Learnshops: We will “promote” each presenter to deliver their presentation at their allotted time. Presenters will share their own slides, webcam and audio. We will take questions immediately after each presentation (while presenters are still “promoted” to speaker). Given available time, at the end of the Learnshop session we will take further questions in a Panel-esque format with all presenters for that session “promoted” to speaker.

Spincycles: In order to maximise time available, Spincycle presentations are pre-recorded and supplied to the conference ahead of time. As the hosts, we will play your pre-recorded videos on your behalf. At the end of the Spincycle sessions, all presenters for that session will be “promoted” to answer questions using their microphone and video.

Zoom links

Main stream link (**ORANGE**)

<https://zoom.us/j/93034526048?pwd=M1JsSUlDMUE5R2FoTGfjaGZKaVJGUT09>

(if it asks you for a passcode: **416150**)

Concurrent (**BLUE**) Stream Day 1:

<https://zoom.us/j/98309517073>

Concurrent (**BLUE**) Stream Day 2:

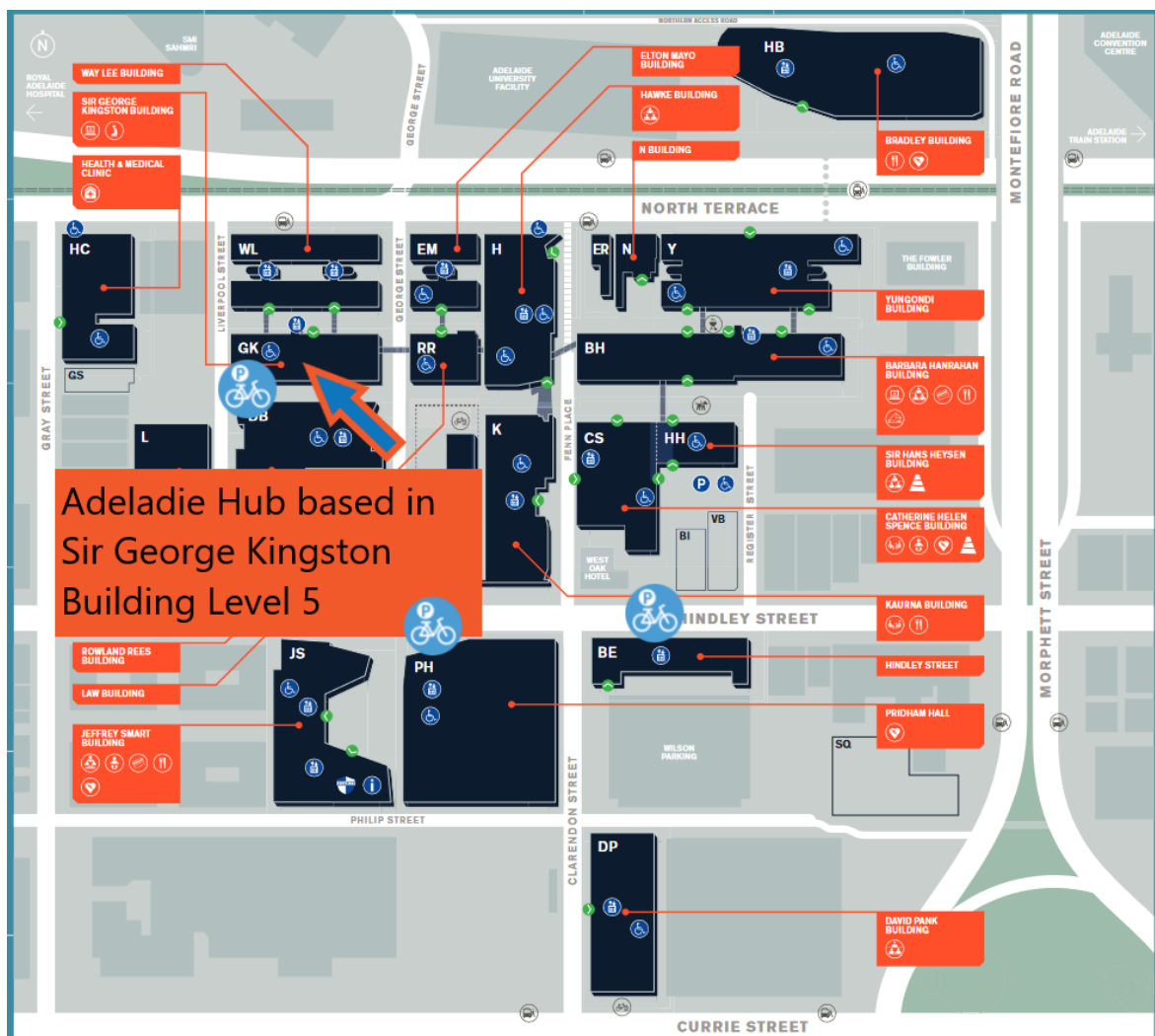
<https://zoom.us/j/93018921422?pwd=bVFUVHBLSEExOdFVjQmgvWExSMXIRQT09>

Adelaide Hub

Due to the COVID situation, there is no “main” conference venue in Adelaide this year, however the AWCC Committee has organised a venue for Adelaide-based delegates to attend and view the conference stream.

This Adelaide Hub is at the University of South Australia City West campus in the Sir George Kingston Building in GK5-15 (top floor at the west end of the building). Concurrent sessions will be held in GK4-30 (floor below at the east end of the building). AWCC Hub rooms will be signed.

There is bike parking available around the UniSA campus, with the highest volume of parking on Hindley St. The campus is also accessible by public transport, with the Adelaide Free Tram stopping at both City West and Royal Adelaide Hospital. A map of the campus can be found on the following page.



For the morning, lunch, and afternoon breaks there are many cafes and a wide range of take-away shops within walking distance. On the UniSA Campus, we recommend coffee from Abbots and Kinney and Intersection Traders, both in Penn Place.

Gold Sponsors



Day 1, Thursday 30th September

All sessions in Room 1/Stream 1 unless otherwise specified

8:30 STREAM OPENS

9:00 AEST/ 7:00 AWST

9:00 WELCOME

Welcome by MC

9:15 INVITED SPEAKER ADDRESS: COUNCILLOR DR HELEN DONOVAN

Elected Member City of Adelaide, Executive Director Walking SA

A brief audit of the City of Adelaide's active transport – recent history, successes, barriers to progress and where to from here. What can we learn from other cities? What could *realistically* be achieved over the next 12 months within the current environment (and could harnessing the wisdom of the 2021 AWCC help to build momentum for change?)?

10:00 GOLD PLUS SPONSOR ADDRESS – BEAM MOBILITY

Beam is Asia Pacific's largest and fastest-growing shared micromobility company with operations in over 18 cities across five countries. We're on a mission to turn little drives into better rides and make cities flow better for everyone. Shared micromobility is one of the fastest-growing industries globally, and we're leading the way in Asia Pacific, the largest potential market, with fast-growing operations in Australia, New Zealand, South Korea, Thailand and Malaysia, and a set of new countries to be launched in 2021.

Tom Cooper, General Manager ANZ

The pandemic has accelerated the use of e-scooter and bike share, but the future growth of micromobility and active transport depends on improved infrastructure.



10:15 SPIN CYCLES

Dr Andrew Allan & Dr Ali Soltani, University of South Australia

[Adelaide Bicycling Network Assessment](#)

The objective of this paper is to investigate the potential correlation between cycling network morphology and the willingness of commuters to travel by bicycle to work in metropolitan Adelaide, South Australia. For this purpose, five suburbs: Glenelg, Norwood, Paradise, Largs Bay and Golden Grove were chosen based on their closeness to CBD and street network geometry.

Justin McCulloch, University of South Australia

[How we talk about shared micromobility](#)

From new bike lanes to new forms of mobility, how regulators and the media phrase proposed interventions has a significant effect on how they are received by the public. This presentation explores Australian media coverage concerned with bike and scooter sharing programs and discusses the implications of how the language used has affected the roll-out.

Gemma Weedall & Robyn Waite, Fossil Free SA

[Tour Down Under #BreakAwayFromGas](#)

The Tour Down Under is the first event on the UCI World Tour and is run by Events SA, part of the South Australian Tourism Commission. Since 2010, the race's major naming rights partner has been Santos, an oil and gas company that continues to expand its fossil fuel operations, despite the dire warnings of climate scientists.

10:45 MORNING TEA

11:15 STREAM 1 – LEARNSHOP: WALKING

Dr Ian Radbone and Jim McLean, Walking SA

[The Adelaide 100](#)

The story of the establishment of the Adelaide100®, a walking trail that passes through the centre of Adelaide's metropolitan area, along its beaches and the ridge of the Adelaide Hills face.

Sam Reich, Rail Trails Australia

[Rail Trails for New South Wales – Are We Finally Learning Our Lessons?](#)

Rail trails in NSW are finally being funded, although the state is still significantly behind other jurisdictions. Lessons learned from projects in other states and across the globe are being used to make the case for funding trails a compelling one.

Philip Mallis, Darebin City Council

[Get Lost: How to send people in the right direction](#)

How do we help people riding and walking find their way to their destination safely, quickly and easily? The Darebin Creek Trail may have the answer!

11:15 STREAM 2 – LEARNSHOP: 30KM/H

Matthew "Tepi" McLaughlin, University of Newcastle

[Making it Australia-relevant: translating what we know about 30km/h speed limits for Australian media](#)

What have we learnt from media outputs promoting 30km/h speed limits in Australian contexts? This presentation discusses learnings from two case-studies, which may be useful for advocates engaging with media.

Jon Lindley, Safe Streets to School

[Safe streets to school: Grassroot campaign with local chapters; Wollongong case study](#)

Safe Streets to School is a grassroots campaign that has successfully changed the narrative around lower speeds in Wollongong- learnings of interacting with community, council, local politicians and local media.

Lena Huda, 30please.org

[Changing the narrative: 30km/h speed limits for Oz](#)

Lower speed limits are needed to create a connected active transport network. Benefits of area-wide limits over isolated physically calmed low speed zones.

12:45 LUNCH

1:30 **STREAM 1 – LEARNSHOP: CYCLIST SAFETY AND ENGAGEMENT**

Lauren Pearson, School of Public Health and Preventive Medicine, Monash University

[Mapping interest in bike riding across greater Melbourne](#)

A survey of approximately 4000 people found high interest in riding a bike across all areas of Greater Melbourne, showing potential for a substantial increase in participation.

Dr Fay Patterson, University of Adelaide

[The cyclist as a fish: probability as a cause of Safety in Numbers](#)

New research provides evidence supporting the theory that Safety in Numbers results from a probability-based reduction in the exposure to risk, rather than from behavioural adaptation by drivers.

James Laing, Stantec

[Popping-up: The perfect trial](#)

Pop-up bike lanes have been a great way to test new ideas and some of the treatments have thrown out the rule book. Find out how.

1:30 **STREAM 2 – LEARNSHOP: PROMOTING WALKING**

Jennifer Bindon, Health Promotion Unit, Population Health, Sydney Local Health District NSW Health

[Grass Roots to Green Grid - Sydney's Cooks River to Iron Cove Greenway](#)

Cycling/Walking/Active Travel via the Sydney Local Health District's Healthy Living Program Living and Housing Program. Priority Populations identified interest and participate in cycling and walking programs.

Andrew Ross, Queensland Department of Transport and Main Roads, & Kylie Nixon, ARUP

[Making plans for walking in Queensland](#)

The Department of Transport and Main Roads Queensland has published up to date guidance on how to plan walking networks in the catchments around key destinations such as main streets, public transport stations and schools. The guidance includes advice on how to prioritise changes to improve the walking environment for everyone

Margaret Brown, University of South Australia

[We all have to walk across roads – why aren't pedestrians a focus of road safety?](#)

This presentation will outline measures to increase active travel use, how to measure success of programs and application to increasing active travel modal share in the Australian context.

3:00 AFTERNOON TEA

3:30 KEYNOTE SPEAKER: DR MEREDITH GLASER

Keynote Speaker Address: Dr Meredith Glaser

Coming home after going Dutch: Transforming best practice to local action

Best practices in cycling are a driving force for cities in their aspiration to become a “cycling city.” The Netherlands has become a focal point and destination for learning. This presentation unravels several principles of Dutch cycling best practice and then offers insights for how communities can transform best practice knowledge into local action.

In her presentation, Meredith will draw from academic research on the complexities of mobility, land use, and urban planning.

4:35 GOLD SPONSOR ADDRESS – CITY OF ADELAIDE

The City of Adelaide Council is the elected council that represents Adelaide and North Adelaide.

The Council comprises a Lord Mayor and 11 Councillors who have been elected by the community to represent the interests of Adelaide's 25,000 residents and 315,000 daily city users.

The Council is so much more than roads and rubbish collection. The strategic planning and decisions made by Council, benefit not just the local community, but often flow to all South Australians. They're responsible for delivering hundreds of services and facilities that contribute to building strong and vibrant communities, improve the community's quality of life and enhance their experiences.

City residents, business owners and visitors alike can enjoy a safe, clean and vibrant city and beautiful Park Lands and live the life of their choice.



4:45 END OF DAY ONE

Silver Sponsor

Bike Adelaide



Bronze Sponsor



Micromobility
Report
GO FURTHER WITH LESS!

Day Two, Friday October 1st

All sessions on Stream 1/Room 1 unless otherwise specified

8:30 STREAM OPENS

9:00 AEST/7:00 AWST

9:00 WELCOME & KEYNOTE

Welcome by MC

9:15 KEYNOTE SPEAKER: FIONA CAMPBELL, CITY OF SYDNEY

Global Lessons, Local Opportunities

10:00 SPINCYCLES

Robert Kretschmer

[Brick built advocacy - capturing our imagination for a people friendly cities with the humble Lego brick](#)

Lego exhibitions draw in thousands of curious children and adults alike. Can we capture their imagination for people friendly cities brick built and real life?

Mike Bormann

[Walking and cycling in Mawson Lakes](#)

Mawson Lakes was marketed to prospective residents as a collection of "villages" where walking and cycling would be safe, convenient and enjoyable. It isn't

Matt Root, Flyt

[Going Dutch: Cargo bikes for kids](#)

How do our streets and built environment look and feel to pre-schoolers? Find out from two young experts with their unique vantage point from the front box of a cargo bike.

Mayor Michael "Bim" Lange OAM & Ms Jo Thomas, The Barossa Council

[Proposed Australian Wine Cycling Trail](#)

Six Councils are in the process of finalising a concept feasibility report to develop a cycling and walking trail that could be known as "The Great Australian Wine Trail" that will be globally recognised as Australia's signature gastronomic cycling and walking experience based around South Australia's world class wines, culinary excellence, heritage towns and villages and iconic landscapes.

10:25 GOLD SPONSOR ADDRESS – NEURON MOBILITY AUSTRALIA PTY LTD

Neuron is the leading rental e-scooter company and micromobility technology developer operating in cities across Australia, Canada, New Zealand, United Kingdom and South Korea.

Bryan Ruhle, Community Relations and Partnerships Manager ANZ

Shared mobility data opportunities and value to policy makers and project managers



10:30 MORNING TEA

11:00 STREAM 1 – LEARNSHOP: HEALTH – STRATEGY AND DESIGN

Werner Pretorius, AECOM

[Propensity to cycle – Helping to prioritise investment and interventions for cycling in New Zealand](#)

The 'Propensity to Cycle' tool helps transport planners and policymakers to prioritise investments and interventions to increase cycling where it has the highest potential use based on spatial data analytics.

Maurice Berger, Metrocount

[Measuring the success of encouraging cycling in Chile](#)

Cycling as an efficient, safe, and attractive mode of transport is only achievable in Europe or North America. Wrong. We look at how Chile is encouraging cycling and increasing ridership in the most unexpected locations.

Leyla Asadi, Bicycle Network

[Open Streets: Findings from a proof-of-concept trial promoting safe active school travel](#)

Bicycle Network presents preliminary findings of the first 'Open Streets' trial, a behaviour change initiative whereby roads are temporarily closed to motor vehicles to promote safe active school travel.

11:00 STREAM 2 – LEARNSHOP: DATA AS A TOOL

Nick Fletcher, Vivendi Consulting

[Using machine learning and big data to discover what makes people actually walk](#)

PAWS is the world's first machine learning, big data walking model. Using data from 179 NSW centres, it shows what factors influence walking - and by how much.

Guillaume Paix, SYSTRA

[CYCLOPS – A data driven platform for infrastructure planning](#)

CYCLOPS is a digital environment to plan cycling infrastructure. This data led platform dedicated to transport planners improves robustness of decision making, transparency and stakeholder engagement.

Jarrod Leggett, National Heart Foundation of Australia

[A two-pronged approach to getting more Australians moving](#)

Heart Foundation Walking offers walking groups combined with Personal Walking Plans. This twin approach is having a significant impact on the physical, mental and social wellbeing of over 120,000 participants.

12:30 LUNCH

1:15 **STREAM 1 – LEARNSHOP: CYCLING AND WALKING AUSTRALIA AND NEW ZEALAND**

Dr Sam Bolton, Cycling and Walking Australia & New Zealand

[Local Lessons, Local Opportunities: Introducing Cycling and Walking Australia and New Zealand \(CWANZ\)](#)

CWANZ brings together Australian and New Zealand transport agencies, local government, and walking, cycling and health representative groups. We share information on strategies and actions to increase walking and cycling.

Peter Kartsidimas, Infrastructure Victoria

[CWANZ's Design Innovation Working Group](#)

Introducing CWANZ's Design Innovation working group

David Paddon, Department of Transport Western Australia

[Innovative schools' behavioural approaches: building the skills and capabilities of a future WA population to walk and ride](#)

Your Move Schools travel behaviour change program delivered by the WA Department of Transport offers registered schools' resources, activities, advice and rewards.

Colin Maher, Strategic Transport Policy and Active Travel, Transport Canberra & City Services

[Tactical urbanism, COVID-19 and pop-up - review of guidance across the globe](#)

A Cycling and Walking Australia New Zealand (CWANZ) Design Innovation Working Group review of global guidance for tactical urbanism and COVID-19 transport measures and their relevance in Australasia

Robyn Davis, Cycling and Walking, Queensland Department of Transport and Main Roads

[North Brisbane Bikeway – Retrofitting a new inner-city arterial](#)

Presentation on the successful retrofit of a major new arterial cycling and walking route – the North Brisbane Bikeway (NBB) from Brisbane Central Business District (CBD) to Chermide.

1:15 **STREAM 2 – LEARNSHOP: A CULTURE OF WALKING AND CYCLING**

Vanessa Gordon, NSW Department of Planning, Industry and Environment

[Walkable access and amenity are at the heart of great public spaces](#)

Enhancing walkability is central to the NSW Government's work to achieve the Premier's Priority to increase walkable access to quality green, open and public space.

Giulia Vignaroli, AECOM

[Movement & Place - When "active movement" shapes the "place"](#)

Transformative change of public assets has the potential to create amazing spaces in our cities for active travel, as shown by the Public Spaces Ideas Competition.

Dr Kate White, National Heart Foundation of Australia

[What Australia Wants: Living locally in walkable neighbourhoods](#)

What Australia Wants provides findings from a national survey conducted in 2020 of 2,895 people that aimed to measure community feelings about what makes a neighbourhood desirable, liveable and healthy.

2:45 **AFTERNOON TEA**

3:00 LEARNSHOP: SAFETY PERCEPTION AND EXPERIENCE

Tim Hunt & Hoa Yang, Arup

[Improving night-time perceptions of safety with light for people who walk and ride](#)

A presentation on a research collaboration between Arup Lighting and XYX Lab at Monash university, preliminary results suggest a radical departure from current best practice in night-time design to improve perceptions of safety and visibility on streets for users travelling at night.

Dr Siyathokoza Mtolo, African Centre for Migration & Society, University of the Witwatersrand

[“Anything can happen” How female students experience safety concerns and realities during habitual walking at a South African university](#)

This is a paper resulting from a phenomenological documentation of how female students experience safety during habitual walks within a South African university.

4:00 ADDRESS FROM GOLD SPONSOR – ARUP

Arup is an independent firm of designers, planners, engineers, architects, consultants and technical specialists, working across every aspect of today's built environment. Together we help our clients solve their most complex challenges - turning exciting ideas into tangible reality as we strive to find a better way and shape a better world.

The Arup logo, consisting of the word "ARUP" in a large, bold, serif typeface.

4:10 PANEL

Topic: Global Lessons, Local Opportunities

Panellists: Dr Meredith Glaser, Fiona Campbell, Councillor Dr Helen Donovan

4:50 CONFERENCE WRAP UP, THANK YOU

5:00 END OF CONFERENCE

Presenting Author	Abstract
<p data-bbox="98 213 622 252">Dr Andrew Allen & Dr Ali Soltani</p> <p data-bbox="98 261 622 300"><i>University of South Australia</i></p> <p data-bbox="98 309 622 526">Ali Soltani is a professor of urban planning who specialises in land use-transport interaction. He is a faculty member of Shiraz University, Iran, now with UniSA Creative, the University of South Australia.</p> <p data-bbox="98 536 622 724">Ali's research areas include non-motorised transport; transport in developing countries, sharing mobility; big data and computational urban planning and policy analysis.</p>	<p data-bbox="622 213 2145 252">ADELAIDE BICYCLING NETWORK ASSESSMENT <<<</p> <p data-bbox="622 261 2145 619">Cycling is a great way to get around that is also good for the environment. Urban mobility, quality of life and public health are improved while traffic congestion and pollution are reduced as a result of this policy. Hillier's (1984) research on spatial syntax is recommended for going beyond the street network and investigating how the layout of the network affects travel behaviour choices. The objective of this research is to discover if the morphology of the street network affects commuters' desire to ride their bikes into workplace. Two ordinary least square (OLS) models, including both base socio-economic factors and street network variables, are developed to better understand the implications of street network geometry on the estimation of cycling to work. When space syntax measure variables (integration and connectivity) were incorporated into the equation, the goodness of fit for commuting by bicycle was improved by 20 percent. Planners and policymakers can use the findings as evidence-based statements to help them make decisions about how to improve the design of bicycle networks in suburban areas.</p>
<p data-bbox="98 820 622 858">Mr Justin McCulloch</p> <p data-bbox="98 868 622 938"><i>University of South Australia</i> Twitter: @jf_mcculloch</p> <p data-bbox="98 948 622 1165">Justin is a PhD Candidate at the University of South Australia researching the discursive interactions and practices concerned with freefloating bicycle and e-scooter hire/share schemes in Australia.</p>	<p data-bbox="622 820 2145 858">HOW WE TALK ABOUT SHARED MICROMOBILITY <<<</p> <p data-bbox="622 868 2145 1050">Shared micromobility - the hire of bicycles and e-scooters - is purported to challenge established mobility cultures and provide positive transport outcomes in urban areas, namely a reduction of traffic congestion and an increase of available street space. Despite the benefits that micromobility may provide there has been significant difficulties in establishing shared micromobility as part of the urban fabric within Australia, with bikes and scooters often found vandalised, amassed on the sidewalk as clutter and hazards, or left up trees and in waterways.</p> <p data-bbox="622 1059 2145 1209">Following the introduction of free-floating shared bicycles in Australia in mid-2017, followed by e-scooters from November 2018, there have been 32 commercial operations across 15 companies and 10 cities. Bicycle and e-scooter sharing schemes purport to ease congestion, promote a modal shift away from private cars, and help facilitate the growth of Mobility-as-a-Service.</p> <p data-bbox="622 1219 2145 1362">Using a decade of media coverage concerned with shared bike and scooter schemes in Australia, by identifying the dominant legitimising and delegitimising storylines surrounding shared bicycle and e-scooter programs, this research explores the barriers and opportunities concerning shared micromobility services in Australia, and how the use of supportive or undermining language promotes responsible use of shared bicycles and e-scooters or may cause some to be wary or even</p>

	hostile of these devices. By exploring the debates and conflicts between pairs of supportive and unsupportive storylines, this presentation discusses the implications of language for shared and non-automotive forms of mobility.
Ms Gemma Weedall & Ms Robyn Waite	TOUR DOWN UNDER #BREAKAWAYFROMGAS <<<
<p><i>Fossil Free SA</i> Twitter: @FossilFreeSA Fossil Free SA is a grassroots climate action group based in Adelaide, affiliated with 350 Australia. Our #BreakAwayFromGas campaign aims to remove Santos as a Tour Down Under partner.</p> <p>Volunteers Gemma (presenting) & Robyn (available for questions) are both recreational cyclists and are passionate about building a movement to address the climate crisis.</p>	<p>The Tour Down Under is the first event on the UCI World Tour and is run by Events SA, part of the South Australian Tourism Commission. Since 2010, the race's major naming rights partner has been Santos, an oil and gas company that continues to expand its fossil fuel operations, despite the dire warnings of climate scientists.</p> <p>It is appalling that a major cycling event, held in a state which is a world leader in renewable energy, is partnering with a polluting fossil fuel company.</p> <p>Fossil Free SA is running the #BreakAwayFromGas campaign to pressure Events SA to end Santos' partnership with the Tour Down Under by 2023. Santos must not be allowed to use this well-loved event to present itself as community-minded, when its business model directly contributes to the climate crisis and extreme weather events which, ironically, disrupt the event itself.</p> <p>Events SA has the opportunity to put the TDU at the forefront of change, in line with the UCI's commitment to climate action, by sourcing clean corporate partners that are not part of the fossil fuel industry.</p>
Dr Ian Radbone & Mr Jim McLean	THE ADELAIDE 100 <<<
<p><i>Board members, Walking SA</i> Ian chairs the Board's Walking for Transport Committee. He has a long history as a policy adviser and planner, most recently specializing in walking and cycling.</p> <p>Jim is a former teacher and hiking enthusiast who originally conceived the Adelaide100. He has been funded by the SA government to drive its implementation.</p>	<p>The Adelaide100® is a 100km loop walking trail that passes through the centre of Adelaide's metropolitan area, along the southern beaches and along the ridge of the Adelaide Hills face. It is unique in the way that it covers coastal, riverside and bush walking, all with easy access to metropolitan Adelaide and its public transport services.</p> <p>The story of its establishment, from original conception to its role in encouraging healthier lifestyles and tourism, provides lessons in how to deal with multiple stakeholders while keeping a firm eye on ultimate goal: to get more people walking more often, promoting health and economic benefits along the way.</p> <p>While the concept was the creation of Walking SA, it could not have been achieved without funding from the SA government and the participation of many public authorities along the route. The trail passes through 12 local councils and 8 national parks. The involvement of each of these local councils, as well as the Department for the Environment and Water, has been critical.</p> <p>The trail is also on the lands of the Kurna and Peramangk communities. Their involvement has been essential to ensure that the trail route accommodates indigenous sensitivities and enhances the heritage experience.</p>

	<p>A governance structure has been created to bring these partners together, along with other stakeholders who benefit from the trail. But this is just the tip of the iceberg, on top of many meetings on site and in offices, as well as activities by volunteers installing signs etc.</p> <p>The story of the trail's establishment – from conception to funding, to route determination, to staging, to mapping and signage, to promotion and celebrating – is both inspiring and instructive for those who wish to establish similar projects. The story is not yet complete, and we will discuss how we are tackling the final stages and what future benefits can be wrought in involving local businesses to create a wonderful experience for walkers.</p>
Mr Sam Reich	RAIL TRAILS FOR NEW SOUTH WALES – ARE WE FINALLY LEARNING OUR LESSONS? <u><<<</u>
<p><i>Rail Trails Australia</i></p> <p>A retired geologist and mining consultant with over 40 years of experience, Sam is a cyclist for travel, fun and fitness, and a passionate advocate for improved public amenity for active transport. This also leads to his strong interest in modern urban design and better cities initiatives.</p> <p>Sam is currently President of the Newcastle Cycleways Movement, a member of the board</p>	<p>Rail Trails and other greenways provide enormous benefits to local communities, from recreation and transport to tourism and retail activity.</p> <p>After decades of enormous effort, volunteer groups and rail trail enthusiasts in NSW are finally making headway in convincing state and local government and rural residents of the efficacy of rails to trails conversion. Several trails have recently been funded by the state, and many more are planned.</p> <p>There are lessons that can be learned from rail trails around the world that can be applied here.</p>
Mr Philip Mallis	GET LOST: HOW TO SEND PEOPLE IN THE RIGHT DIRECTION <u><<<</u>
<p><i>Darebin City Council</i></p> <p>Philip is the Coordinator of Transport Strategy & Programs at Darebin City Council. He has experience in developing transport maps and has a strong background in transport planning, public policy and governance. Philip is a member of the Victorian Government's Inner South East Metropolitan Partnership and previously served as a councillor at Boroondara City Council.</p>	<p>There's nothing worse than getting lost or confused on a walk or ride. Consistency, ubiquity and clarity are essential but often rare in walking and cycling maps and signs.</p> <p>This presentation will look at two elements of active transport wayfinding: maps and signs. The main example will be the Darebin Creek Trail wayfinding signage project. This was delivered in a collaborative partnership between councils and the Victorian Government and successfully integrated maps and signage in a carefully-planned process that has yielded great results.</p> <p>We will also look at other examples of signs and maps from across Australia and the world to help us answer the key question: how do we send people in the right direction?</p>

<p>Mr Matthew “Tepi” McLaughlin</p>	<p>MAKING IT AUSTRALIA-RELEVANT: TRANSLATING WHAT WE KNOW ABOUT 30KM/H SPEED LIMITS FOR AUSTRALIAN MEDIA</p>
<p><i>University of Newcastle</i> Twitter: @HealthTepi</p> <p>Matthew 'Tepi' McLaughlin is a passionate advocate for physical activity. Tepi's research and advocacy acknowledges that there is no single solution to getting people to be more active. Tepi is currently finishing up a PhD (due to complete in 2021) at the University of Newcastle. Tepi's PhD work is embedded within the government health service, as a research-practice partnership that is designed to accelerate the translation of research into practice.</p>	<p><u>Background:</u> Advocacy is defined as “gaining political commitment, policy support, social acceptance and systems support for a particular health goal or programme”. Media advocacy is one part of advocacy that seeks to influence the public and politicians. To engage the Australian media, we need to translate what we know globally about the benefits of 30km/h speed limits for the Australian context. Using a pragmatic approach, this presentation will discuss two case studies of engaging Australian media in discussion about 30km/h speed limits. The first case study is of a global 30km/h speed limit campaign led by the United Nations called ‘Streets for Life #Love30’ and translates it for Australian media. The second case study discusses the Australian campaign Safe Streets to School – mobilising advocates across Australia. The two aims of this presentation are: To (i) describe the strategies used to engage media in both campaigns and (ii) to identify strategies to improve future media advocacy for active travel and 30km/h speed limits.</p> <p><u>Methods:</u> For both case studies, we briefly summarise the media strategy and media outputs. Through a process of consensus via email, we have collated our key learnings from these case studies, and we report these descriptively.</p> <p><u>Results:</u> A description of the strategies used to engage media and the media outputs will be collated for the presentation. Our key learnings include, but are not limited to (i) allocating time to execute the media advocacy strategy; (ii) being persistent with media outlets; (iii) building relationships with journalists; (iv) being clear on ‘the message’; (v) localising the media hook; and (vi) the need for a ‘call to action’. We will also provide practical strategies, for example, tips for writing and sending media releases.</p> <p><u>Conclusions:</u> By sharing our media advocacy experiences and key learnings, we hope to prompt further conference discussion about methods to improve media advocacy in active travel.</p>
<p>Mr Jon Lindley</p>	<p>SAFE STREETS TO SCHOOL: GRASSROOT CAMPAIGN WITH LOCAL CHAPTERS; WOLLONGONG CASE STUDY</p>
<p><i>Safe Streets to School</i></p> <p>Jon is the founder of safe-streets-to-school.org and spokesperson for the Wollongong chapter, a parent of three primary school aged children, a husband, a community representative on Wollongong Council’s Walking, Cycling and Mobility Reference Group and a high school teacher.</p>	<p>Jon is the leader of the Wollongong chapter for safe streets to school. He founded Safe Streets to school in 2020 after having advocated for walking and cycling for many years as a community representative for walking and cycling on council. After collecting feedback about active travel to school through school surveys, he wanted to combine the road safety concerns in simple asks to mobilise the community.</p> <p>He started a petition asking for footpaths and crossing or 30km/h limits within the school walking catchment. These asks would address most of the raised road safety concerns and also show that the community in principle supports lower speeds to give families the option to walk or ride to school.</p> <p>Jon will present the campaign as a case study on how to successfully find community supporters, interact with politicians across all parties and engage with local media.</p>

<p>Active transport is Jon's first option for travel. He has an awareness of the risk associated with riding a bike on our road transport network and is passionate to make change happen.</p>	<p>More than 600 Wollongong locals have signed his petition and 50 attended our last zoom meeting. Local politicians from all parties joined us at our Virtual Townhall Meeting, shared their views and listened to our proposals. One candidate for council made our campaign's asks one of her key priorities if elected to council. Local press reports about our campaign about every two weeks. Partnership with Healthy Cities Illawarra established and pilots in planning. The narrative about lower speed and making the whole journey to school (not just the school zone) safe has changed since we started a year ago. This change has been observable not just in local media but also when interacting with council's transport planners. Council has announced a 30km/h trial zone in a suburb of Wollongong.</p> <p>By narrowing down the asks and partnering with GetUp to stay in touch with supporters via their email and event scheduling system, Safe Streets to School is set up as a campaign that can be easily replicated in other LGAs.</p>
<p>Ms Lena Huda</p> <p><i>30please.org</i> Twitter: @LenaHudafor30</p> <p>Lena Huda is a founder of 30Please which was inspired by the UK's "20 [mph] is plenty for us" campaign and co-founder of safe-streets-to-school.org. She grew up on a residential street in Germany, where 30km/h speed limits were implemented in the 80's.</p> <p>Lena lives with her Australian husband and four children in Wollongong.</p>	<p>CHANGING THE NARRATIVE: 30KM/H SPEED LIMITS FOR OZ <<<</p> <p>About a year ago, 30please.org was founded to advocate to correct the default speed limit from 50kmh to 30kmh in built up areas. This campaign is mainly targeted at state and federal level and decision makers. Its sister campaign safe-streets-to-school.org is targeted at local communities and council level and is campaigning for footpaths and crossings or 30km/h limits on the way to school.</p> <p>Both campaigns aim to change the narrative around lower speeds.</p> <p>30please is more explicit to outline the benefits of area wide 30kmh speed limits with minimal infrastructure improvements. Isolated and small area physically calmed low speed zones may have the effect of encouraging drivers to 'speed up' as they leave the zone. In contrast, larger areas with 30 km/h speed limits encourage a mindset among drivers that low speeds are appropriate in 'all' neighbourhood streets.</p> <p>We will discuss the benefits of area-wide lower speed limits, touch on the benefits of new technology like "ISA" that has been made mandatory in the EU and explore some strategies we have used to advocate for change.</p>
<p>Miss Lauren Pearson</p> <p><i>School of Public Health and Preventive Medicine, Monash University</i> Twitter: @laurenk_pearson</p> <p>Lauren Pearson is a PhD Candidate in the Sustainable Mobility and Safety Research Group, School of Public Health and Preventive Medicine, Monash University.</p>	<p>MAPPING INTEREST IN BIKE RIDING ACROSS GREATER MELBOURNE <<<</p> <p><u>Background:</u> Despite the health, environmental and economic benefits of bike riding, participation in Australia is low. To advance bike riding, there is a need to understand the proportion of the population that are interested in riding a bike (the 'near-market'), and how this varies across regions. To address this, we aimed to characterise and quantify the distribution of the interest in bike riding using a cycling typology tool (the Geller typology) to explore variations across Local Government Areas (LGAs) in Greater Melbourne.</p> <p><u>Methods:</u> An online survey was conducted in 31 LGAs across Greater Melbourne. Participants were recruited from an opt-in online research company panel with the objective of recruiting a representative sample of adults across each LGA. We employed the Geller typology, which classifies individuals into one of four groups, based on their confidence to ride a bike in various infrastructure types, and frequency of bike riding ('Strong and Fearless', 'Enthusied and Confident', 'Interested but</p>

<p>She has a particular interest in advancing bike riding participation in Australia.</p> <p>Lauren's PhD is a mixed-methods project exploring the factors that prevent and factors that encourage people to ride their bike in Victoria, using surveys, interviews with community members, and interviews with stakeholder organisation members to form practical recommendations.</p>	<p>Concerned', or 'No Way No How'). 'Interested but Concerned' participants are people that would ride a bike only in scenarios where they are separated from traffic.</p> <p><u>Results:</u> The survey was completed by 3,999 individuals. Most participants owned a bike (58%), however only 20% of the sample rode at least once per week. The distribution of the Geller groups was: 'Strong and Fearless' (3%), 'Enthused and Confident' (3%), 'Interested but Concerned' (78%), and 'No Way No How' (16%). Distributions of the Geller groups differed substantially between LGAs within Greater Melbourne. Even though the frequency of riding a bike was 16% lower in women than men, interest in riding a bike was high and comparable to men (78% vs 79%). Participants who resided in the outer urban fringe regions of Greater Melbourne had high interest, but low participation in bike riding.</p> <p><u>Conclusions:</u> Interest in bike riding varied across an entire metropolitan region, and across demographic groups. Notwithstanding variation, interest was high across all areas and demographics. Our results show the potential for substantial increases in cycling participation across all LGAs in Melbourne, but only when high-quality protected cycling infrastructure is provided.</p>
<p>Dr Fay Patterson</p>	<p>THE CYCLIST AS A FISH: PROBABILITY AS A CAUSE OF SAFETY IN NUMBERS <<<</p>
<p><i>University of Adelaide</i></p> <p>Fay Patterson is a traffic engineer and transport planner who has specialised in walking and cycling for some 25 years.</p> <p>Now retired, she is a committee member of Bike Adelaide, expert member of CWANZ, Councillor of the City of Norwood Payneham and St Peters, and author who mainly writes science fiction.</p> <p>Fay has also recently completed a PhD in the field of road safety.</p>	<p>The non-linearity of risk is a well-known effect where an increase in vehicles is not matched by the increase in crash risk. That is, doubling vehicle numbers results in a lower-than-doubling of crashes.</p> <p>First proposed by R.J. Smeed in 1949 and long known as "Smeed's Law", Jacobsen (2003) demonstrated that the effect (now better known as Safety in Numbers, or SiN) also applies for both cyclists and pedestrians. But what causes SiN? Engineers have argued in favour of road safety interventions, while sociologists and economists have credited behavioural adaptation. These days, it is assumed that both contribute.</p> <p>This is not positive for cyclists as there is little room for improving the vehicle safety of bicycles, while relying on drivers who are actively hostile to cyclists to change their behaviour is fraught.</p> <p>However, Thompson, Savino and Stevenson (2014) note that fish school because this reduces the exposure of any one fish to a predator, which lowers overall risk. For cyclists within a traffic stream, a similar probability-exposure safety effect could result. Thompson et al. tested this with a simple computer model that did not introduce safety interventions or allow for behavioural adaptation of drivers or cyclists, yet produced a lifelike SiN effect. The effect was related to the density of cyclists in traffic rather than their numbers, explaining why more cycling does not always improve safety.</p> <p>In my PhD, I examine mechanisms underlying the safety of radial versus tangential roundabouts through a case study of Sydenham Road/Beulah Road roundabout. As part of this, a probabilistic SiN effect was observed – supporting Thompson et al.'s theory with empirical data.</p> <p>It has long been difficult to incorporate the safety benefits from increased levels of cycling into benefit-cost analysis, which has handicapped cyclist infrastructure funding bids. Confirming a probabilistic SiN effect (and its parameters) provides a way</p>

	to overcome this, as well as better understand the impacts of cyclist safety interventions and even motor vehicle traffic safety interventions. My work supports further research being undertaken into probabilistic SiN.
Mr James Laing	POPPING-UP: THE PERFECT TRIAL <<<
<p><i>Stantec</i> Twitter: @doclangers</p> <p>James has over 20 years' experience as a Transport Engineer in London, the United States and Australia. He is an active travel specialist and since moving to Australia from Transport for London he has established himself as an industry leader in his field. James is currently the design lead for the Department of Transport's Pop Up Bike Lane program in Victoria.</p>	<p>Cycling has a carbon footprint of about 21g of CO2 per kilometre. That's less than walking or getting the bus and less than a tenth the emissions of driving. Improving the modal split and getting more people on bikes has been slow in many countries over the past decade. Recently the explosion of pop-up bike lanes has helped fast track people onto bikes and allowed a new demographic to experience a new mode of transport. Building on this will go a long way in reducing carbon footprint and vehicle emissions whilst improving congestion and the general health of a generation.</p> <p>There may have been many pop-up bike lanes appearing in the past 24 months but not many have taken the opportunity to test new treatments, challenge standards and really set the path for change.</p> <p>This presentation goes through the finer points of design and will show how a cycling safety can be vastly improved, even when faced with a limited scope which demands innovative ideas to mitigate against risk.</p>
Ms Jennifer Bindon	CYCLING, WALKING AND ACTIVE TRAVEL SOLUTIONS TO ADDRESS HEALTH AND SOCIAL ISSUES WITH HOUSING RESIDENTS <<<
<p><i>The Health Promotion Unit Population Health Sydney Local Health District</i></p> <p>Jeni Bindon has over 29 years' experience in Health Promotion and contributed to evidence and practice of cycling, walking and active travel in Australia. Her expertise is bringing partnerships and building capacity for health programs</p>	<p>Cycling, walking and active travel was explored with priority population residents via the Sydney Local Health District Healthy Living and Housing program. Many partners collaborated and integrated their resources and programs for residents including: Housing providers; SLHD Departments; Population Health, Health Promotion, Public Health, Community Health, Aboriginal 48 hr Chronic Care, Older People Suicide Prevention; NSW Health, Health Campaigns, messages and programs; council's; Community Drug Action Teams (CDATs); PCYC; Police; TAFE NSW, CED Primary Health Network, NHF walking program, local cycling organisations; bike maintenance, education, recycle bikes, BUGs.</p> <p>The program used process evaluation including via the Ottawa Charter Framework of skills, re-orienting services, advocacy, research and addressed Social Determinants of Health: housing, transport, education, training and employment. Residents learnt skills and provided with experiences and information for walking, cycling and active travel. End of trip facilities were installed in housing properties via infrastructure funding and new buildings were planned to support bike parking creating a supportive health and social setting for healthy places and people.</p>

Mr Andrew Ross	MAKING PLANS FOR WALKING IN QUEENSLAND
<p><i>Queensland Department of Transport and Main Roads (TMR)</i></p> <p>I am Pedestrian Planner at the Queensland Department of Transport and Main Roads (TMR). I have a varied role, which ranges from developing state guidance and resources to working with local governments to improve walking environments.</p> <p>Prior to this I was Project Manager for Cycling Brisbane, which is Brisbane City Council's behaviour change program to encourage more people to ride. I have a background in urban planning and public health, and have worked in the UK and Australia.</p>	<p>Queensland's first walking strategy was released in 2019. The strategy sets out the Queensland Government vision of making walking an easy choice for everyone, every day. It focuses delivery across four themes. One of these themes is planning for walkable communities and places. The Department of Transport and Main Roads (TMR) Queensland identified the need to develop up to date walking network planning guidance for Queensland local governments and others with a transport planning responsibility.</p> <p>TMR commissioned Arup and Zwart Transport Planning to review existing guidance from around the world and identify preferred guidelines to pilot. The review found there was no single set of existing guidelines that met all the criteria. We chose to test two existing guidelines and adapt them into an approach for Queensland circumstances: Guidelines for Developing Principal Pedestrian Networks (State of Victoria, 2015) and the Walkability Improvement Tool (Queensland Treasury, 2020).</p> <p>The published walking network planning (WNP) guidance outlines a six-stage approach:</p> <ul style="list-style-type: none"> • Stage 1: Prepare draft plan • Stage 2: Test the draft plan • Stage 3: Finalise the plan • Stage 4: Prepare works program • Stage 5: Finalise and implement • Stage 6: Evaluate and promote. <p>It includes lots of supporting practical resources that provide information and inspiration on how to create walking environments where people want and choose to walk.</p> <p>Three pilot local governments helped to test the process: Logan City Council, Gladstone Regional Council and Mount Isa City Council. Their input was invaluable for refining the guidelines so that they are fit for purpose across the range of scales and geographies that the state encompasses. Two of these councils – Gladstone and Mt Isa – have received \$150,000 each to implement priority works, including footpaths, accessibility improvements and shade trees.</p> <p>This presentation will walk you through the new guidance and the lessons we learned along the way working with our enthusiastic pilot partners.</p>
Ms Margaret Brown	WE ALL HAVE TO WALK ACROSS ROADS — WHY AREN'T PEDESTRIANS A FOCUS OF ROAD SAFETY?
<p><i>University of South Australia</i></p> <p>Margaret Brown is a Social Scientist and Adjunct Research Fellow in Justice and Society at University of SA. She is a consultant researcher in advance care directives, supported decision-making, and resuscitation decisions at the end of life. She is a keen walker, hence a</p>	<p>Road fatalities have decreased over recent decades, as a result of fewer people in cars dying. Pedestrian deaths have decreased more slowly. In a crash, pedestrians are four times more likely to be injured than those in a vehicle. In recent years there have been many state and federal road safety strategies, parliamentary inquiries and a new federal Office of Road Safety. However, the road safety measures that are recommended usually improve safety for people in vehicles or improve traffic flow. These measures may not do anything for pedestrian safety. Recently government reports and bodies have begun talking about the 'Safe System Approach'.</p> <p>This approach is supposed to take a holistic view, sharing the responsibility for reducing risk by improving the safety of roads, vehicles and road rules, as well as driver behaviour. While some versions of this approach consider the safety of all road</p>

<p>frequent pedestrian, which includes crossing a major road with no safe pedestrian crossing. This road is now a major route for heavy transport vehicles, road trains and the increasing number of large SUVs with bull bars. It has created a “Berlin Wall” between neighbouring suburbs.</p> <p>Margaret has started researching the national policies on pedestrian safety, writing to politicians and investigating the lack of attention to our most vulnerable road users.</p>	<p>users, including pedestrians, this has not filtered into government policies. Some state governments have adopted plans or strategies to address climate change, which promote walking and cycling.</p> <p>The South Australian Climate Change Action Plan of 2020 promises the government will work towards a low emissions transport system, improve public transport and encourage ‘active travel’. However, since that launch the state government has privatised trains and announced new roadworks to improve the flow of cars and freight transport vehicles.</p> <p>They are clearly paying little attention to the needs of pedestrians. Australian governments neglect other perspectives, such as the right to mobility for all. The International Covenant on Civil and Political Rights, adopted by the United Nations General Assembly in 1966 and later signed by Australia, recognises the right to liberty of movement. The Convention on the Rights of Persons with Disabilities of 2007 recognises the rights to access to transportation and to personal mobility. As Victoria Walks argues, our approach to road safety should ‘consider road safety as part of mobility for all people, whether they drive or not, and transport as part of the bigger liveability picture’. Another possible perspective is ‘liveable communities’, which promotes the ‘critical factors’ of access to public transport, and walking and cycling infrastructure.</p>
<p>Mr Bill Gehling</p>	<p>A NEW LOOK AT THE BARRIERS TO WALKING AND CYCLING <u><<<</u></p>
<p><i>Walking SA</i></p> <p>Bill has a lifetime interest in walking and cycling. He was the first president of Walking SA and remains an active Board member. He is also a founding member of Bike Adelaide. He has a professional background in using statistics and modelling to inform sound policy.</p> <p>Since retirement, Bill has been particularly interested in applying those skills to walking, cycling and broader transport policy at a state, national and international level.</p>	<p>Despite many attempts, progress towards improving conditions for walking and cycling has remained disappointingly slow. Success in places like the Netherlands has rarely been repeated elsewhere. Pushback against change has become even more intense, and jurisdictions continue to pour ever more money into large scale infrastructure that only compounds rather than relieves traffic problems. Add in the emerging issues of climate change, sustainable energy, obesity, and an inevitable future pandemic. A change of direction is needed.</p> <p>How did we get here, and how can we break free from this cycle of frustration?</p> <p>Bill takes a fresh look at the barriers to walking and cycling, showing how the lessons from the past can help us reframe the debate amongst the public, politicians, and bureaucrats.</p>

Mr Robert Kretschmer	BRICK-BUILT ADVOCACY - CAPTURING OUR IMAGINATION FOR PEOPLE FRIENDLY CITIES WITH LEGO <<<
	<p>Lego exhibitions draw in thousands of curious children and adults alike. Can we capture their imagination for people friendly cities brick built and real life?</p> <p>This presentation will be a light-hearted look at the humble bicycle in the world of the humble brick. A short survey of brick-built walking and cycling creations and the building case for brick-built bicycle advocacy.</p>
Mr Mike Bormann	WALKING AND CYCLING IN MAWSON LAKES <<<
<p>Mike is a retired Civil Engineer with over 40 years' experience in water engineering (SAWater). He grew up in Salisbury and rode his bicycle to school but bought a car as soon as he could afford it as a 16-year-old. The bicycle is again his preferred mode of transport.</p>	<p>I moved to Mawson Lakes in 2007. It is a comparatively new suburb and was sold to prospective residents as a group of "villages" where walking and bike riding would be safe and enjoyable. The reality is quite different. The locality is dominated by cars and walking riding a bike is not a peaceful activity. If you decide to walk - to the shopping centre for example - by a more "peaceful" route, you must take a longer less convenient route because the most direct convenient route has been given to motor vehicles. My neighbours will not let their children walk to school, which is less than one kilometre away, because they don't think it is safe for them to do so. This presentation will highlight examples that demonstrate where public and commercial infrastructure is inadequate.</p> <p>The City of Salisbury has "The Sustainable City" and "The Living City" as its second and third Key Directions respectively. The aims expressed in these key directions are admirable. I hope my presentation challenges the City of Salisbury and other Adelaide councils to do more to prioritise walking and bicycle use (for transport) rather than the current "motor vehicles first" approach.</p>
Mr Matt Root	GOING DUTCH, CARGO BIKES FOR KIDS <<<
<p><i>Flyt</i> Twitter: @FlytPlan</p> <p>Matt Root is a co-owner of Flyt transport planning consultancy based in Perth and he is focused on the planning of safe and convenient bicycle infrastructure across the city. Between 2018-2020 Matt led the State Government's planning for Perth's Long Term Cycle Network to accommodate the city's population in 2050.</p>	<p>From the front box of a cargo bike, how do our streets and built environment look and feel to a 2 & 4-year-old? With the young experts armed with cameras and a sense of adventure, Dad rigged on-board GoPro cameras to capture all the fun. Hear what the pre-schoolers liked and disliked about our streets from their unique vantage point. Maybe we could learn something new from these young experts.</p> <p>And if you could experience the city from 95cm – the height of a 3-year-old – what would you change? The Urban95 initiative asks this simple question to leaders, planners, and designers. Hear how Urban95 design principals focused on family-friendly urban planning and design can help us active transport professions in our work.</p>

<p>Mayor Michael “Bim” Lange OAM & Ms Jo Thomas</p>	<p>PROPOSED AUSTRALIAN WINE CYCLING TRAIL</p>
<p><i>The Barossa Council</i></p> <p>Bim has been involved in local government for over 45 years. Various roles during that time including the Director - Works and Engineering. Following retirement, he returned as an elected member and was subsequently elected as Mayor of The Barossa Council.</p> <p>He was involved in the planning and construction of the rail trail between Nuriootpa to Angaston and the Barossa Trail from Tanunda to Gawler, along with other walking and cycling connections.</p> <p>Jo has worked at Council for 13 years, primarily as Director Corporate and Community Services but now 100% focused on delivery of Council’s \$40-\$50M Generational Community Infrastructure Project (aka The Big Project), which includes the inception and development of the Great Australian Wine Trail project.</p> <p>A social worker by profession, she also has over 30 years’ experience in private and public sector construction project management across the UK and Australia</p>	<p>Six Councils are in the process of finalising a concept feasibility report to develop a cycling and walking trail that could be known as “The Great Australian Wine Trail” (GAWT) and will be globally recognised as Australia’s signature gastronomic cycling and walking experience based around South Australia’s world class wines, culinary excellence, heritage towns and villages and iconic landscapes. Wine, food and cycling are natural allies in South Australia; these leverage the natural assets of the state with strong growth prospects through to 2030 and beyond. In recognition of this potential, the GAWT will be Australia’s first international gastronomic cycling experience inviting visitors to “be consumed” by the best of Australia’s food and wine.</p> <p>The proposed 280 km trail will connect South Australia’s most famous wineries and cellar doors in Clare Valley, Barossa, Eden Valley, Adelaide Hills, Langhorne Creek and McLaren Vale. This will be achieved by connecting existing trails and developing new sections of trail across the wine regions, visitors will be able to explore beautiful landscapes, visit historic towns and villages, enjoy world renowned wines and experience fresh food and produce, thereby extending their stay and expenditure. Visitors will be supported by quality accommodation, attractions, experiences, and other services provided by local communities.</p> <p>Filling the Gaps in the existing Regional Trail Network by;</p> <ul style="list-style-type: none"> • Connecting the gaps between tourism regions, their attractions and other trail networks. • Using existing regional trails such as the Mawson, Heysen and Kidman Trails to create loops in the network for adventure touring. • Opening up future options to connect Southern Flinders, the Fleurieu Peninsula, Murraylands/ Riverland and Kangaroo Island. • Peri-urban links to Onkaparinga River & Sturt River Linear Parks, O’Halloran Hill Recreation Park, Coast Park, Glenthorn Farm • Cycling access between 25 towns & settlements. Access to schools, sports grounds & parks.



Mr Werner Pretorius	PROPENSITY TO CYCLE – HELPING TO PRIORITISE INVESTMENT AND INTERVENTIONS FOR CYCLING IN NEW ZEALAND
<p><i>AECOM</i></p> <p>Werner is a Principal Transport Planner with AECOM NZ. He helps city planners, policymakers, investors and decision-makers orchestrate the future of transport. He is a Chartered civil engineer and transport planner by training, with 10 years of experience in Transport System Planning, Developing Complex Data Solutions, Strategic Planning & Transport Modelling, Business Case Development, Traffic Engineering, Integrated Land Use & Transport Planning, and Transit-Oriented Development.</p> <p>Werner has worked as Lead/Senior Consultant on various high-profile projects in Africa, Europe and NZ. Notably: Heathrow Expansion, City Rail Link, Supporting Growth Alliance, East West Rail, Highways England Major Projects, Quietway Cycling (TfL) and the MyCiti Transit System.</p>	<p>A sustainable transportation system encourages active travel at the city-wide scale. Sadly, in New Zealand, despite the scientific consensus, aspiration in policy and the significant health, environmental and climate benefits cycling offer, our cycling environments remain hostile, disconnected and unsafe.</p> <p>A key challenge in retrofitting a car-oriented city is understanding which areas and corridors have the highest propensity to cycle. Better understanding this will enable transport planners and policy makers to prioritise investments and interventions to promote cycling where it has the highest potential use. The ‘Propensity to Cycle’ tool helps transport planners and policymakers to prioritise investments and interventions to increase cycling where it has the highest potential use based on spatial data analytics.</p> <p>The challenge in trying to understand ‘where does cycling have the greatest potential to grow?’ is complex in a car-oriented city with limited existing active mode data available, even though the latent demand for cycling may be high. It is this latent demand for cycling growth, potentially driven by investment in new or upgraded facilities, that is challenging to quantify, especially using existing modelling methods, because of the existing limited existing demand and quantitative data on cycling.</p> <p>To help answer this question this paper will explore and analyse the use of the latest 2018 Census Journey to work and education and the ‘Propensity to Cycle’ tool to provide different visions of the future are represented through various scenarios of change.</p> <p>The scenarios include a ‘go Dutch’, ‘e-bike uptake’ and ‘decarbonised’ version of the future and identifying where does cycling have the greatest potential to grow spatially using a case study in New Zealand.</p>
Mr Maurice Berger	MEASURING THE SUCCESS OF ENCOURAGING CYCLING IN CHILE
<p><i>Metrocount</i> Twitter: @MauriceBerger</p> <p>Maurice is a cycling enthusiast and traffic data expert who works with governments, research bodies and activists to obtain funding, improve</p>	<p>In 2017, Puerto Aysen in Chile’s extreme south installed 17 permanent bike monitoring systems to gather cycling data and measure the effectiveness of infrastructure upgrades, policy changes and educational campaigns.</p> <p>In Puerto Aysén, the municipality has strongly promoted cycling, especially to school kids. In hopes of reducing obesity levels, 2200 bicycles were distributed to children in 2015. The city also built an expansive network of segregated bike lanes. The bike counting sites installed along the lanes have provided valuable feedback on how these changes have positively affected cycling volumes in the town. Despite Aysen’s remoteness, cool climate, high rainfall, and snowfall, 10% of the population use a bicycle as their main means of transportation. That’s an incredible figure that places Aysen in the top 4 regions of the</p>

<p>safety and understand traffic behaviour through data collection.</p> <p>Maurice's team and colleagues manage the installation of temporary and permanent traffic monitoring equipment and data services projects. Through training, mentoring and technical support, he helps his colleagues and clients use world-leading methodologies to work with MetroCount systems as well as seek innovative ways to improve work practices.</p>	<p>country for cycling as a significant portion of the total transport mode share. Meanwhile, in Santiago the number of cyclists on major routes has risen by 15-25% a year. In 2006, cycling accounted for 3% of journeys. These days it's around 6% – that's higher than in London or Dublin!</p> <p>This incredible shift is due to several reasons. Firstly, the formation of local cycling advocacy groups such as Movimiento de Furiosos Ciclistas and the all-women cycling group Macleta pushed cycling up the political agenda by disrupting traffic and intentionally taking up more space on the roads.</p> <p>In 2007 the Dutch-based NGO <i>Interface for Cycling Expertise</i> arrived in Santiago and taught the Chilean government how to design efficient cycle paths and bike racks, and how to install parking facilities for bikes at metro stations. They also collaborated with local NGO Ciudad Viva to include Santiaguinos in the urban planning process.</p> <p>CicloRecreoVía also started around the same time, banning cars from 40kms of Santiago's roads on Sunday mornings to make way for cyclists, skaters, and pedestrians. This attracts 30,000 people to the vehicle-free streets every week!</p> <p>Santiago also introduced a bike-share scheme, starting in the city's wealthier districts but rapidly spreading to 14 of the city's 32 municipalities. Santiago is still not Amsterdam or Copenhagen. Cycle lanes are the exception, not the norm, and motorists still view cyclists with suspicion. However, the combination of community consultation, improved cycling infrastructure and policy changes have had a significant impact on cycling volumes across the city.</p>
<p>Ms Leyla Asadi</p>	<p>OPEN STREETS: FINDINGS FROM A PROOF-OF-CONCEPT TRIAL PROMOTING SAFE ACTIVE SCHOOL TRAVEL</p>
<p><i>Bicycle Network</i></p> <p>Leyla Asadi is General Manager of Behaviour Change at Bicycle Network. She has worked for over 7 years in the health promotion and active transport space which includes overseeing national programs such as Ride2School and Ride2Work.</p> <p>Leyla has led the charge on recent grass root initiatives such as Open Streets and Park it for the Planet. Leyla is passionate about working with businesses and communities to inspire healthy and sustainable habits.</p>	<p>A critical component for promoting long-term active school travel behaviour is ensuring safe thoroughfares to schools. Roads around schools may be intimidating environments for children wishing to walk, ride a bike or scoot, due to the large concentrations of traffic during drop-off and pick-up periods. This year, Bicycle Network partnered with Moreland City Council to trial 'Open Streets', a behaviour change initiative whereby roads adjacent to school premises are opened to people walking, riding, scooting and skating during the start and end of the school day, whilst vehicles are diverted to another route, allowing schoolchildren to safely engage in active school travel and recreation.</p> <p>Three trials were undertaken at Brunswick East Primary School (BEPS) during March 2021 during which three types of data were collected: (i) quantitative data on schoolchildren's transport mode ('Handsup! counts'); (ii) pre- and post-trial survey data to understand parent's attitudes; and (iii) observational data of children's social activities on the open road space.</p> <p>Our data shows that, on average, 79.3% of students used some form of active transport to get to school (e.g. bike, scooter, walk), an increase of 18.3% in active school travel when compared with a normal school day in 2020, and 3.3% when compared to a normal school day in 2021. The Open Streets trials were given an average satisfaction rating of 4.61 out of 5 (highly favourable) by respondents. We found a strong consensus in attitudes shared between parents whose children used active travel and parents who drove their children to school. For example, parents overwhelmingly supported more trials of</p>

	<p>the Open Streets program (average score: 4.58, equivalent to 'Agree' or 'Strongly Agree'), including those who drove children to school (average score 4.35).</p> <p>Our preliminary data suggests a high level of enthusiasm from parents with children travelling to travel either by active or non-active means. The findings of the Open Streets BEPS trial will inform the design of subsequent studies across the Melbourne metropolitan area.</p>
Mr Nick Fletcher <i>Vivendi Consulting</i> <p>Nick helps organisations develop strategies and deliver challenging programs. He has over 20 years' experience working with large infrastructure and network organisations in the UK, Europe, North America and Australia. Over the last ten years Nick has delivered the NSW strategy for rail, cycling and walking. He works as an advisor for various NSW government agencies, Infrastructure NSW and Infrastructure Australia.</p> <p>Nick is a Director at Vivendi Consulting, a consulting firm specialising in complex decision support, data analytics and program delivery.</p>	USING MACHINE LEARNING AND BIG DATA TO DISCOVER WHAT MAKES PEOPLE ACTUALLY WALK <<<
	<p>The PAWS (Place and Walking Assessment System) was developed by Vivendi Consulting as part of our work to develop a Healthy Streets strategy and Strategic Business Case for Transport for NSW.</p> <p>It is a machine learning model and tool which has learned the relationships between:</p> <ul style="list-style-type: none"> • The amount of walking in 179 centres in NSW, measured using anonymised mobile phone location data. • 117 variables that have been found to influence walking, such as urban form, climate, public transport, socio-demographics, crime, tree cover. <p>Using 'big data' and machine learning allows for a step change in empirical understanding of what makes people walk. It avoids issues with sample size, subjective weighting of a limited number of factors. The multivariate, non-linear relationships revealed by the model have identified how we can make our centres more walkable, and which factors can make the biggest difference and where different agencies should focus their efforts.</p> <p>The PAWS model provides specific diagnoses for individual centres and can provide empirically derived walking forecasts. The broad findings of the Healthy Streets strategy and the PAWS model demonstrates the importance of connected streets, the number and quality of destinations within walking distance and the importance of housing type. The model provides strong empirical support and reinforcement of similar findings in the academic literature.</p>
Mr Guillaume Paix <i>SYSTRA</i> <p>Guillaume is a senior transport planner and project manager based in Sydney. Guillaume has developed an expertise in data science and digital development applied to planning and operational transport studies.</p>	CYCLOPS <<<
	<p>The Spark innovation challenge SYSTRA Group values the ideas and initiatives of its employees around the world. In 2020 SYSTRA launched the SPARK program: an international intrapreneurship program to encourage the creation of new services and respond to the current challenges of our clients. SYSTRA gathered an international team of transport planners, cyclist specialists, transport modelers and web developers to suggest the development of a data driven web platform to better plan cycling infrastructures in our cities: CYCLOPS. This concept received the people's choice award leading to an incubation phase of 6 months to further develop the concept, create a prototype, build a business road map and a go-to-market strategy.</p> <p>Idea and concept: how to shape tomorrow's mobility around cycling?</p>



<p>More recently, Guillaume was involved on the technical development of digital platforms to optimise the planning performances of future transport networks.</p>	<p>Cycling has been a side of transport for too many years. With the climate emergency and recent health crisis, cities are pushed to adapt their mobility strategies. Cycling is a strategic mode of transport that will improve our cities' livability, sustainability and mobility. Therefore, it deserves appropriate planning. With CYCLOPS, the transport planner can integrate all relevant cycling data into one single environment. The user can create and simulate the future of the cycling network and dynamically understand the impact on its Key Performance Indicators, such as travel times, safety index, building costs, health benefits, Co2 emissions saved. This platform improves transparency and stakeholder engagement as multiple users can collaborate on a same cycling plan that will shape tomorrow's mobility.</p>
<p>Mr Jarrod Leggett</p>	<p>HEART FOUNDATION WALKING – A TWO-PRONGED APPROACH TO GETTING MORE AUSTRALIANS MOVING</p>
<p><i>The Heart Foundation of Australia</i></p> <p>Jarrod Leggett is currently the Operations Manager of the Heart Foundation Walking program and has over 14 years' experience leading physical activity programs across the not for profit, sport and fitness sectors.</p>	<p>Walking for an average of at least 30 minutes a day can lower the risk of cardiovascular disease and other chronic conditions and their risk factors. Yet more than half of Australian adults are either not active at all or do not meet the recommended guidelines. The Heart Foundation addresses this by offering a free walking program, Heart Foundation Walking. The program consists of 1,200 walking groups nationwide as well as an individual walking initiative, Personal Walking Plans (PWP). These initiatives currently support over 120,000 active participants. The walking groups who meet in streets, parks and on beaches across the country are led by volunteers and supported by local organisations. PWP support physical activity by providing users with an individualised walking plan that includes flexibility and strength exercises and ongoing support from the Heart Foundation via SMS and email. Over 90% of both walking group and PWP participants say that the program is important to their physical and mental wellbeing. This session will provide the evaluation results of both walking groups and PWP as well as discuss how offering complimentary initiatives within the one program engages more participants, meets different needs and is achieving outstanding results.</p>
<p>Dr Sam Bolton</p>	<p>LOCAL LESSONS, LOCAL OPPORTUNITIES: INTRODUCING CYCLING AND WALKING AUSTRALIA AND NEW ZEALAND (CWANZ STREAM)</p>
<p><i>Cycling and Walking Australia & New Zealand</i></p> <p>Sam's desire to ride as much as possible and share that joy led her to the role of Executive Officer, Cycling and Walking Australia and New Zealand (CWANZ).</p> <p>It is Sam's mission to encourage everyone to walk or ride as part of everyday life. She has experience in small business, consulting, stakeholder engagement,</p>	<p>Cycling and Walking Australia and New Zealand (CWANZ) brings together experts in active transport across Australia and New Zealand. One of our objectives is to share and build knowledge about active transport across Australia and New Zealand.</p> <p>To achieve this, in 2021 our focus is to use multiple means to share with government and non-government people working in transport planning, design and implementation, ways to create safe and connected walking and cycling networks and neighbourhoods for all. These include fact sheets, social media (LinkedIn), webinars, and a newly created resources section on our website (www.cwanz.com.au).</p> <p>The benefits of physical activity for health, including mental health, are well documented. Walking and cycling for transport are easy, pleasant ways for people to get their recommended daily exercise. Improving facilities for walking and cycling has</p>

research, government and business management. She is often found racing, volunteering at local races; or developing initiatives encouraging more women to ride.	<p>other benefits as well: creating more liveable places, providing economic benefits for the community and local business, and reducing carbon emissions through decreased vehicle use.</p> <p>As governments across Australia and New Zealand incorporate the Movement and Place framework into their planning and development policies, CWANZ can help transport planners and other professionals by providing information and access to resources that will inform and guide their work.</p> <p>We will outline the types of information that we provide and the ways to access it, to help share the message of how we can all work together to build liveable cities and create opportunities for people to walk and cycle more.</p>
Mr Peter Kartsidimas	CWANZ'S DESIGN INNOVATION WORKING GROUP (CWANZ STREAM) <<<
<i>Infrastructure Victoria</i>	Introduction to the CWANZ Design Innovation working group.
Mr David Paddon	INNOVATIVE SCHOOLS' BEHAVIOURAL APPROACHES: BUILDING THE SKILLS AND CAPABILITIES OF A FUTURE WA POPULATION TO WALK AND RIDE (CWANZ STREAM) <<<
<p><i>Department of Transport WA</i></p> <p>Since graduating with a degree in Communications and Cultural Studies in 2009, David has spent the last 12 years working in behaviour change programs, joining the Dept of Transport's Your Move program in 2018. David has spent the last four years overseeing major program growth and innovation in the Your Move Schools program, in partnership with colleague Carol-Ann Prinsloo.</p> <p>In that time, Your Move Schools has implemented the Connecting Schools Grants program; developed close partnerships with the Dept of Education to reduce school parking and congestion issues; increased the delivery of bike education to WA students; and developed innovative behaviour change</p>	<p>Fewer Australian children walk and bike ride to school than ever before. Over the past 40 years the national rate of active travel to school has declined from 75% to 25%. In Perth, the rate is as low as 20% and one half of children travel to school by car despite living less than one kilometre away.</p> <p>Your Move Schools travel behaviour change program delivered by the WA Department of Transport offers registered schools' resources, activities, advice, and rewards. Schools earn points by delivering and reporting on activities that encourage students and families to use active travel modes to get to and from school more often. Points, stories, and rewards are monitored through Your Move's award-winning web-based engagement platform.</p> <p>The program has grown significantly over the last three years: from 44 participating schools at the start of 2018, to 170 currently registered. A key enabler of growth has been the introduction of the innovative Connecting Schools grants program. Accessing grant funding to improve bike infrastructure, skills and safety is linked to earning points and accreditation levels each calendar year. Grants of up to \$15,000 are available to schools that achieve a high level of program engagement.</p> <p>External evaluation of survey data collected over the last five years has found participating schools achieve an average increase in walking and bike riding of 5%. Schools that unlock Connecting Schools Grants (via higher engagement and accreditation) have an average rate of active travel of 44% – more than double the average rate of non-participating Perth schools.</p>

interventions in Bassendean, Stirling and now Canning.	
Mr Colin Maher	TACTICAL URBANISM, COVID-19 AND POP-UP – REVIEW OF GUIDANCE ACROSS THE GLOBE (CWANZ STREAM) 
<p><i>Strategic Transport Policy and Active Travel, Transport Canberra & City Services</i></p> <p>The CWANZ Design Innovation Working Group undertook a thorough assessment of documents related to tactical urbanism and COVID-19 transport measures, particularly those that have ongoing relevance in a post-pandemic environment. The purpose of the assessment was to assess whether the Working Group felt the documents were suitable for other jurisdictions across Australasia, providing confidence and awareness to practitioners about how they could be applied, and issues to be aware of.</p> <p>The Working Group assessed guidance from Australia, New Zealand, North America and Europe. Overall, the Working Group concluded that the various documents provide practitioners with good guiding principles on how interventions from pop-up cycle lanes to outdoor dining can be implemented rapidly and inexpensively. Further, the Working Group concluded that practitioners would find value in having a guide to which documents were stronger on particular topics. This presentation summarises those findings and indicates reference materials useful for specific topics.</p>	
Ms Robyn Davies	NORTH BRISBANE BIKEWAY – RETROFITTING A NEW INNER-CITY ARTERIAL (CWANZ STREAM) 
<p><i>Queensland Department of Transport and Main Roads</i></p> <p>Robyn Davies is Manager (Cycling and Walking) with the Queensland Department of Transport and Main Roads Transport Strategy and Planning Branch. She has worked for 20 years in active and strategic planning roles in state and local governments in Queensland and the UK.</p>	<p>The North Brisbane Bikeway is a critical cycle corridor for greater Brisbane, connecting the Brisbane CBD through to Chermside. Stage 4 of the bikeway, to Dickson Street, Woolloowin opened to widespread community support in 2020, completing delivery by the Queensland Department of Transport and Main Roads (TMR) of the first four stages. Delivering a state government project along a local government corridor did not come without its challenges.</p> <p>There has been significant growth in bike riding mode share in other corridors of Brisbane in response to delivery of long lengths of physically separated, safe bikeways. A gap in cycling infrastructure through the northern suburbs posed the question of how to provide improved infrastructure through highly contested and valuable inner-city land.</p> <p>TMR worked closely with Brisbane City Council over several years to negotiate complex, innovative design requirements. Community engagement and support from local Bike User Groups was integral to support for the design, ultimately getting the project and its more innovative elements including raised priority crossings across the line.</p> <p>The latest stage of the bikeway is already displaying impressive increases in bike riding since the opening, showing the benefits of major investment in active transport infrastructure. This presentation will provide a retrospective of how the project was successfully delivered outlining the innovations, challenges faced, and lessons learned along the way</p>

<p>Ms Vanessa Gordon</p> <p><i>NSW Department of Planning, Industry and Environment</i></p> <p>Vanessa Gordon is Director of the Place Branch in the Public Spaces Division of the NSW Department of Planning, Industry & Environment where she is responsible for leading the delivery of a Premier's Priority to increase walkable access to quality public space across NSW.</p> <p>Vanessa has worked across multiple government, philanthropic and not for profit sectors including health, community, urban renewal, and the arts, to enable positive change for communities.</p>	<p>WALKABLE ACCESS AND AMENITY IS AT THE HEART OF GREAT PUBLIC SPACES <<<</p> <p>The NSW Government recognises the need for quality public spaces within walking distance of where people live and how important this is to support healthier lifestyles and to bring people together. The Premier's Priority for Greener Public Spaces sets a target to increase the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space by 10% by 2023.</p> <p>Quality green, open and public spaces are at the heart of everyday life. Walkable public spaces make local neighbourhoods more welcoming and accessible, connect people, support health and well-being, and local economies.</p> <p>COVID-19 restrictions in 2020 and 2021 led to NSW communities developing a newfound appreciation of walking, resulting in unprecedented demand. Our research into use of public spaces found that 56% of participants reported walking more often in 2021 than pre-pandemic.</p> <p>This presentation will highlight the strategies, work and lessons learned to support walkability and access to quality public spaces, including: What we mean by 'quality' and how walkability is central to quality; Outlining our strategy to realise local opportunities for walkability including advocacy, programs, research and community engagement to create, more, better and activated public spaces; Embedding the importance of healthy and active public spaces through the NSW Public Spaces Charter; Reshaping our streets through tactical projects to provide better pedestrian access and amenity in public spaces across NSW through our programs Streets as Shared Spaces, Your High Street and Places to Love in partnership with local councils; Investments in open space through Parks for People and Everyone Can Play, contributing to quality public space closer to homes; and Walkable Public Spaces guidance as part of the online Great Public Spaces Toolkit.</p> <p>Our program incorporates the NSW Government's Movement & Place Framework, which creates a shared language and approach to help all stakeholders achieve better place outcomes for the people of NSW through greater consideration of place when developing our transport system</p>
<p>Ms Giulia Vignaroli</p> <p><i>AECOM</i></p> <p>Giulia graduated in Architecture and collected experiences on mixed uses and residential multi-storey buildings. She stirred her career path toward urban design winning the Leonardo DaVinci European scholarship and refining her expertise in strategic master planning and conceptual urban design working on</p>	<p>MOVEMENT & PLACE – WHEN “ACTIVE MOVEMENT” SHAPES THE “PLACE” <<<</p> <p>Last year, the NSW Department of Planning Industry and Environment (NSW DPIE), together with the Committee for Sydney and AECOM, launched the inaugural Public Space Ideas Competition. The competition aimed to raise awareness among professionals, students and local communities on the importance of public spaces as a critical infrastructural asset that should be considered as everybody's business. Among the 530+ entries received, there was a strong trend towards ideas with a specific focus on improving conditions for active transport and on how pedestrian and cycle facilities could revitalise existing spaces around the city currently dominated by vehicles.</p> <p>Through the competition, the Cahill Expressway was recognised as one significant public asset which is currently dominated by vehicles, but there was an overwhelming response with ideas to turn this space back to the community to accommodate pedestrians and cyclists while offering one of the most coveted views in the world. Its undeniable strategic location makes this near obsolete road asset a unique placemaking opportunity as a gateway between the city to the harbour. Aligning with</p>

<p>a diverse range of small-to large-scale projects.</p> <p>In Australia she has refined her expertise on public space planning and on Movement & Place analysis across multiple projects with NSW DPIE, TfNSW and Metro.</p>	<p>these ideas, this summer the Cahill Expressway will be temporarily transformed into a world-class stage. Vehicular traffic will be closed for a week in exchange for the community to enjoy free movement with a spectacular view.</p> <p>Other ideas, targeting less iconic destinations, included bold initiatives transforming portions of the current road network into an interconnected network of open spaces that reduce the number of cars travelling through the city while simultaneously increasing the city's overall amenity and ability for people to travel by active transport. These ideas reinforce how the community values opportunities for walking and cycling as an essential social practice, especially during the COVID-19 pandemic. There is a renewed demand for high-quality public spaces and corridors that enable active movement and this needs to be reflected in the way we plan, design, fund, deliver and manage our cities. In the end, public spaces are socially constructed places and active movement defines one of the perfect social practices that should be included as a key ingredient for a successful public space.</p>
<p>Dr Kate White</p> <p><i>National Heart Foundation of Australia</i></p> <p>Kate is a researcher, advocate, and champion for evidence-based health promotion that is design-led, compassion-centric and empowering.</p> <p>Kate has 15 years' experience in national and state policy and advocacy for healthy people and places, and focuses on the intrinsic relationship between health and environment - built and natural.</p> <p>With a background in state government policy, environmental science, research and wellbeing, Kate is a systems thinker focused on the strategic actions required to get Australians active via transformative and joined-up action across infrastructure, planning, transport, health, education, sport and recreation, community and environment sectors.</p>	<p>WHAT AUSTRALIA WANTS: LIVING LOCALLY IN WALKABLE NEIGHBOURHOODS <<<</p> <p>Data is a powerful tool in the advocacy toolbox, and the What Australia Wants report showcases the preferences amongst the Australian community to live in safe, walkable, connected neighbourhoods close to daily amenities. In 2019, an average of 50 Australians a day died of heart disease, or one every 29 minutes. While there is no one answer to bringing these numbers down, being able to live in a healthy community is a vital piece of the puzzle.</p> <p>Our survey asked Australians how important it is to live in a neighbourhood that allows them to be active locally. Almost eight in 10 (77%) said it is "very" or "somewhat" important to them. In fact, two-thirds (67%) said they support a diversion of some government road funding to local walking and cycling infrastructure. Around the same proportion (68%) favour redirecting road funding to public transport. This promotes incidental exercise, because catching public transport often involves some walking between destinations.</p> <p>Meanwhile, 64% of Australians said they would like lower speed limits in local streets to make them safer for pedestrians, and 78% support the creation of a national physical activity strategy aimed at getting people to move more and sit less.</p> <p>Positively, 80% of our sample think their local area already helps them to be physically active to some degree. However, when asked to rate specific attributes of active neighbourhoods, they gave mixed reviews. About three-quarters rated their open spaces and sense of safety as "excellent" or "good", but only one in two felt they had safe cycling routes nearby. We also asked respondents to imagine they were considering a move to a new location, and then had them rate the importance of 21 neighbourhood-design features. This revealed Australians' top 10 most important neighbourhood attributes, where the highest rated were:</p> <ul style="list-style-type: none"> • Convenient access to fresh food (90% described as "somewhat" or "very" important); • A sense of safety (88%); and • Natural elements, such as trees and plants (83%).

Mr Tim Hunt & Ms Hoa Yang	IMPROVING NIGHTTIME PERCEPTIONS OF SAFETY WITH LIGHT FOR PEOPLE WHO WALK AND RIDE 
<p><i>Arup; XYX Lab/ Arup</i></p> <p>Tim is the Lighting Leader at Arup in Melbourne.</p> <p>Hoa Yang is a Senior Lighting designer at Arup. She has a background of formal architectural training and specialises in a holistic approach to design, bringing together daylight, experiential lighting, sustainability and place-making. Hoa is passionate about bringing together human-centric design strategies to transform experiences within the built environment. For Hoa, the manipulation of light is pivotal in achieving safe and inclusive urban experiences after dark.</p> <p>Hoa is currently a PhD candidate with MADA, Monash University. Her thesis is titled 'Meet me at the Intersection: Defining the role of light on perceptions of safety in cities through marginalised and intersectional urban experiences'.</p>	<p>How do we use evidence-based design to inform how we design for inclusive and perceptions of safety for travellers on footpaths at night? While we are familiar with urban design master planning for pathways in cities, this process in Australia seldom consider the 24-hour human experience of natural and electric light in tandem. 50% of our time is spent without natural light. Yet, our cities are not designed to accommodate the same types of social activities at night, as during the daytime. In a time where cities must respond with considerations of the pandemic and its flow on effects of foot fall, engagement with outdoors and strangers with masks on the street to influence a whole new experience of personal perceptions of safety at night, current best practice methods in lighting design, and policy must start to consider the effects of lighting on social movement and perceptions of safety in urban environments at night.</p> <p>In 2015, the Free to Be campaign (XYX Lab and Plan International) was released in Melbourne and crowdsourced over 900 pins of digital qualitative datasets from young women and girls. Over the past 12 months, Arup have collaborated with XYX Lab at Monash University, to digitally and physically analyse qualitative with quantitative data across 84 individual sites in a GIS map of Melbourne to find practical measures around how we can use light to make our city feel more inclusive night time.</p> <p>This project uses a bottom up, human-centred qualitative and quantitative methodology to generate a framework to understand what specific lighting qualities give a perception of safety after dark. The data collected from this initial stage of research is the beginning of a knowledge bank that gives designers a better understanding of how light impacts urban experiences in cities after dark.</p> <p>The findings from this research are preliminary and provide a methodology for further research towards better design outcomes. It will help future night time design by providing safe journeys for all when accessing activity centres, services and public transport nodes/hubs, transforming the walking or riding into a more accessible choice over private cars for that 'first and last mile'.</p>
Dr Siyathokoza Mtolo	"ANYTHING CAN HAPPEN" HOW FEMALE STUDENTS EXPERIENCE SAFETY CONCERNS AND REALITIES DURING HABITUAL WALKING AT A SOUTH AFRICAN UNIVERSITY 
<p><i>African Centre for Migration & Society, University of the Witwatersrand</i> Twitter: @SiyaM_PhD</p> <p>I am currently a Post-doctoral Research Fellow within the University of the Witwatersrand's African Centre for Migration & Society (ACMS) where I am researching how walking as a form of</p>	<p>Habitual walking to experience places is an understudied area of phenomenological experience. Furthermore, habitual walking as one of the ways to experience the tertiary education landscape's numerous built up and decorated environments is close to non-existent. However, events such as the 2015 #MustFall moment in South Africa have highlighted the need to study the experience of places through habitual walking as such moments bring forth what may be thought of as the phenomenological experience of walking the university as a place. This is a study of how female students at a South African university phenomenologically experience safety realities and concerns as part of their experience of the university campus. This study draws from the in-depth mobile interviewing of 10 female students from Rhodes University.</p>

<p>mobility for immigrants affects their experience of places – predominantly host spaces.</p> <p>This research is done to document what is likely to be the possible future politics of African countries as related to immigration.</p>	<p>The study finds that females at the university experience safety in a highly targeted manner that brings to the fore the subjective realities of the area of emplacement in a manner that is both present and reflexive as individuals are also always present, engaging and engaged by the environment within which they are habitually walking. Safety concerns and realities are catered to each individual and the individual must use resources (physical and psychological) in their negotiation of safety concern and reality.</p>
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