


















Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 6.4	Establish a State Cycle Committee comprising representatives of State agencies, local governments and cycle user groups. The committee is to provide guidance on cycle policy and planning and infrastructure provision. The committee will also serve as a mechanism for communication and information dissemination between spheres of government and the community.		QT	MR, SG, LG	98/99	15
	A 6.5	Develop and trial means for ensuring separation of pedestrians and cyclists on cycle paths including the possibility of dedicating paths exclusively to cyclists and/or effectively segregating pedestrians and cyclists.		MR/LG	QT	98/99	2
	A 6.6	Establish education and encouragement campaigns for cycling. Motorists need to be educated to accept cyclists as legitimate road users with particular needs and vulnerabilities. Cyclists need to be educated to accept their role as responsible road users bound by many of the same rules and requirements as other road users.		QT	LG	98/99	2
	a	Establish a campaign to inform cyclists and motorists of their rights and obligations		QT		98/99	2
	b	publicise the environmental, health and economic benefits of cycling		QT	LG	98/99	3
	A 6.7	Establish trial programs to support the use of cycles in conjunction with public transport.		QT	LG, QR, PTSC	97/98	25
	a	Investigate the impacts of allowing cycles on public transport		QT	QR, PTSC, BCC	97/98	1
	b	Establish trial "bikes-on-buses" program		QT	PTSC, BCC	98/99	3
	c	Establish trial program for bikes on trains in peak hour		QR	QT	98/99	3
	d	Provide secure cycle parking such as cycle lockers at all major transit stops and park and rides.		QT	LG, QR	98/99	25
	A 6.8	Ensure the provision of "end of trip" facilities for cyclists by:		QT	DLGP, QR, SG, LG	98/99	15
	a	considering changes to building and planning legislation to require provision of adequate cycle storage and showering and dressing facilities in new buildings which will attract cyclists		DLGP	QT	98/99	4
	b	providing cycle storage and showering and dressing facilities in all newly constructed State Government buildings		SG		98/99	15
	c	providing enhanced facilities for bicycle parking, storage and security at railway stations and bus stations		QT	QR, LG	98/99	15

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	A 6.9	Examine the potential for utilisation of cyclist activated traffic signals.		MR	LG	99/00	2
	Walking						
	A 6.10	Adopt transport infrastructure design standards which ensure safe pedestrian access to and from public transport interchanges and bus stops in urban areas.		QT	LG, MR	98/99	15
	a	Ensure connectivity between pedestrian networks and public transport		QT	LG, MR	98/99	15
	b	Establish trial pedestrian friendly transit precinct projects		QT		99/00	3
	A 6.11	Ensure that all pedestrian facilities cater for groups with special needs such as people with disabilities and parents with strollers by appropriate design of new facilities and upgrading of existing facilities.		LG	SG	97/98	15
	A 6.12	Ensure attractive, functional, safe and secure pedestrian facilities are provided.		MR/LG	QT	97/98	15
	a	Ensure attractive, functional and safe pedestrian facilities are provided as part of all urban development		MR/LG	QT	97/98	15
	b	Ensure major pedestrian facilities are well lit and conducive to improved personal security via passive and active surveillance		MR/LG	QT	97/98	15
	Public education						
	KA 7.1	Introduce public education campaigns to manage travel demand. These should focus on:		QT	MR, LG, QR	97/98	2
	a	raising awareness of the real costs of private vehicle use compared and the benefits of public transport		QT	MR, LG, QR	97/98	2
	A 7.2	Publish travel option bulletins to provide communities with up to date information on changes to transport services. The bulletin could be mailed out with local government rate notices or other mail out means and distributed from public information points. The bulletin would be aimed at explaining to people how public transport is coming of age and that there is an increasingly attractive alternative to buying a second or third car per household.		LG	QT	97/98	2

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	A 7.3	Provide "real time" public information on traffic flow conditions and alternative routes, together with information on car pooling, public transport and alternative transport modes using:		MR	QT, LG	97/98	7
	a	information displays in city centres and public transport stops;		QT	MR, LG	98/99	5
	b	in-vehicle information systems;		MR	QT	99/00	15
	c	electronic road-side signs along key arterial roads;		MR		97/98	5
	d	car pool ride match boards		QT	LG	98/99	3
Active trip reduction measures							
	KA 7.4	Incorporate the IRTP targets for increased mode share for public transport and a 10% increase in average peak period vehicle occupancy in all future transport planning calculations, and plan appropriate road transport capacity based on commensurate reductions in future private vehicle demands.		QT	MR, LG	97/98	15
	a	regional transport planning		QT	MR, LG	97/98	15
	b	road network planning		MR	QT, LG	97/98	15
	c	integrated local transport planning		LG	QT, MR	97/98	15
	A 7.5	Collaborate with large businesses, tertiary institutions with more than 500 commuters or high density employment areas with more than 500 commuters on incentives to adopt trip reduction plans. Also consider developing trip reduction plans for major urban developments (e.g. Springfield, Mango Hill). Elements of the plans could include: - ensuring operations are established near public transport, rather than shifting to fringe areas and providing free car parking; - ride sharing schemes and bulletin boards; - public transport (e.g.. shuttle bus, on site information, ticket sales, maps); - bicycle and pedestrian facilities; - telecommuting opportunities; - parking privileges for commuters who share rides; and - salary incentive schemes for employees using public transport.		QT	MR, LG	98/99	5
	a	develop car pooling schemes to support the development of a network of transit lanes in advance of opening lanes					

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	A 7.6	Investigate tax incentive schemes including: - payroll tax rebates for employers who achieve significant trip reductions; - changes to tax practices relating to employer supplied vehicles; - allowing a fixed amount, tax free travel allowance for employees who use modes other than the car, including walking; and - allowing business tax deductibility for purchasing public transport passes for employees.		CG	SG	98/99	2
	A 7.7	Establish a program focusing on household trip reduction and mode change. This may include the development and implementation of a "kit" of ideas on how to reduce travel. Topics could include: - ways to get children safely to school by ride sharing, accompanied walking, or neighborhood car pooling schemes; - telecommuting opportunities; and - information on public transport and car pooling options.		QT	MR, LG	98/99	3
	A 7.8	Investigate alterations to operating hours to achieve peak spreading and conduct trials to test feasibility, including:		QT		98/99	15
	a	investigate city heart retail (e.g 10.00 am to 7.00 pm) in association with business associations, retail trade unions, consumer associations and transport providers		BCC		98/99	2
	b	tertiary institutions concluding at 3 or 6 p.m. rather than the 5 p.m. peak		QT		99/00	1