



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

STANDING COMMITTEE ON PLANNING, TRANSPORT AND CITY SERVICES
Jo Clay MLA (Chair), Suzanne Orr MLA (Deputy), Mark Parton MLA

Submission No 12 - AusCycling

Inquiry into the Road Transport (Safety and Traffic
Management) Amendment Bill 2021 (No 2)

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Dear Standing Committee Members on Planning, Transport and City Services,

[Re: Inquiry into Road Transport \(Safety & Traffic Management Amendment Bill 2021 \(No2\)\)](#)

I write to you today in support of the proposed amendments.

AusCycling is the National Sporting Organisation responsible for the development, facilitation and growth of all forms of cycling in Australia, formed by an amalgamation of Mountain Bike Australia, BMX Australia and Cycling Australia and the 15 State Sporting Organisations. Established in November 2020, AusCycling is uniquely positioned to represent the sport for the future and to provide enhanced services to clubs, riders, officials and volunteers.

AusCycling currently represents over 54,000 members and 400 plus cycling clubs across BMX, BMX Freestyle, Cyclo-Cross, E-Sport, Mountain Bike, Para-Cycling, Road, Track and Lifestyle (recreational and commuter) riders throughout Australia forming one of Australia's largest cycling communities. Representing all levels of the sport from grassroots to high performance. Our vision is to unlock cycling's potential, advocate for riders' **safety**, establish strong club communities and make all forms of cycling accessible to everyone.

As the national administrative body responsible for the sport of cycling in Australia, AusCycling is recognised by:

- the Union Cycliste Internationale (UCI), the world governing body of cycling which groups together 197 National Federations.
- the Australian Government through Sport Australia (formerly the Australian Sports Commission),
- the Australian Olympic Committee (AOC), the Commonwealth Games Australia (CGA) and the Paralympics Australia.

The international accreditation enables AusCycling to be the conduit to bidding for hosting rights to world championship in all disciplines (as an example, the Road World Championships to be conducted in Wollongong in 2022), as well as partner on bids for Commonwealth and Olympic Games (such as the 2032 Brisbane Olympics bid).

An unexpected but positive outcome of the COVID-19 pandemic has been an emergence of a bike riding boom, reinforcing how central to Australian life, cycling is. Lockdowns, social distancing and anxiety about using public transport has seen a shift in people turning to or returning to their bikes

in unprecedented numbers in Australia and globally. Recent statistics show cycling levels in Australia have increased by 69% compared to pre-COVID levels.

Bike shops have reported soaring sales of new bikes while suppliers struggle to meet the record demand as people across the country embrace the simple pleasure of riding their bikes.

During lockdown it became evident that through reduced vehicles usage, family and communities felt **safer** to be out on their bikes, highlighting the need for well-planned, maintained and supported infrastructure and **policies** to better enable bike riding.

The immense health benefits of cycling include increased muscle strength, flexibility and strengthened bones. Regular cycling also results in a stronger immune system, increased cardiovascular fitness, decreased body fat and lowered risk of high blood pressure, heart disease, stroke and diabetes. Stress and anxiety can be reduced by regular bike riding leading to better mental health and well-being.

Road Transport Networks and the Environment have also directly benefit from the increased use of Bicycles.


We note the proposed Amendment Bill seeks to addresses the fine inequality, however we feel the Amendment Bill should also address the number of demerit points to reflect that of a Driver using a mobile phone for messaging, social networking, mobile application or accessing internet.

We also recommend a public awareness and education campaign about this Amendment Bill and, Vulnerable Road Users in general. Unfortunately there remains a cohort of road users that are not aware of what it is like to be a Vulnerable Road User nor the personal benefits for ourselves and public infrastructure by individuals choosing to maintain their health, reduce road congestion and lessen their impact on the environment.

To keep people **safe**, healthy, happy, and engaged with their bicycle and communities does require some will, planning and fit for purpose cycling policies and infrastructure. AusCycling believes **The Safety & Traffic Management Amendment Bill 2021 (No2)** supports our vision of creating a **safe** environment for our Members, and contributes to the ACT Government's aspiration of establishing Canberra and the region as Australia's cycling destination of choice.


Regards

Neil Skipper



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 AusCycling acknowledges the traditional custodians of country throughout Australia and their ongoing connection to the land and waters. We pay our respects to their culture and Elders, past, present, and emerging and acknowledge the value that First Nations people make to Australian sport and society.

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