

BIKEABILITY TOOLKIT

The Bikeability Toolkit includes checklists and resource materials that will help create physical and social environments to encourage cycling.

The resource materials include references, guidelines and other resources to assist in the implementation of local bikeability audits and actions.

Local Government is a vital stakeholder in providing supportive environments for cycling. The Bikeability Toolkit will provide guidance, information and help communities and local government to assess the bikeability of their community. They will be able to develop better integrated cycle planning, policies and implementation strategies.

This will result in safety improvements, enhanced access to cycling, changes in modal share of short trips from car to bicycle, improved liveability and increased physical activity through active transport.



Why cycle?

Cycling, whether for transportation or recreation, is a great way to get some exercise. It's good for the environment, and saves money. Particular benefits include:

- Reduced traffic congestion
- Reduced parking problems
- Road and parking facility cost savings
- Reduced crash risk to other road users
- Improved mobility options for non-drivers
- Support for local area sustainability objectives
- Energy conservation
- More liveable communities
- Increased health and fitness
- Consumer cost savings
- Improved public spaces where people interact
- Air and noise pollution reductions

For further details about the benefits of cycling refer to:

www.abc.dotars.gov.au/Publications_Resources/benefits_of_cycling.aspx

Aims of the Bikeability Toolkit

- To provide a simple, easy to use checklist that identifies and provides further resources
- To allow local government to assess its strengths and identify areas where improvement can be made to encourage and promote cycling
- To provide ideas and 'easy to access' resources for further information

How do I use this Toolkit?

How you use this Toolkit will depend on your particular situation. For example, if you are doing a full review of your LGA's bike plan or preparing a new one, you will probably want to complete the Detailed LGA Checklist first. Then you may wish to assess key links in your route network using the Route Based Checklist. If you want a quick assessment of your local area, you can use the Brief LGA Checklist. If you simply want to assess a particular route you can go straight to the Route Based Checklist.

By completing the checklists you will identify issues to be addressed. You can then use the resources to suggest possible improvements.

Carrying out these improvements will involve sourcing funding and prioritising expenditure.

Who should use the Bikeability Toolkit?

Local Government: Traffic engineers, planners, councillors, sustainability officers

State Government: Infrastructure planners, road authorities, education authorities, bodies funding TravelSmart programs, greenhouse offices

Developers: Town planners, urban designers, traffic engineers, property developers

Community: Local BUG groups, community groups, concerned residents – to provide input to Councils



BIKEABILITY TOOLKIT

ROUTE BASED CHECKLIST

The Route Based checklist is designed to review a specific route within a municipality. It will allow local government or other organisations to identify any issues that may exist and highlight where improvement can be made for different categories of cyclists.

It is recommended that you review this checklist, ride the route ('saddle survey'), then complete the checklist.

For potential solutions to issues identified by the checklist, refer to relevant sections of Austroads Part 14 (www.austroads.gov.au) and/or your state Cycle Notes or Guidelines (download Resources for details).

The checklist will ask questions which require an answer as indicated in the column heading.

Answers may vary for each category of cyclist. Complete the checklist for each category if possible.

To allow for future review of the checklist, it is recommended that this first section be completed by the person undertaking the checklist. This will provide a reference point for future updates.

Local Government Area (or areas if route crosses municipalities)	
Town or city	

Person completing checklist	
Date	
Name	
Organisation	
Position	

Description of Route taken to complete checklist (Please enter description of route being checked.)	
Origin	
Destination	
Via	

Major intersections or features along route

Why has this route had a bikeability checklist undertaken? (please tick)	
<input type="checkbox"/> Link in Local Network	<input type="checkbox"/> Link to shops/business centre
<input type="checkbox"/> Leads to major attraction	<input type="checkbox"/> Identified for potential upgrade/works
<input type="checkbox"/> Other (please state)	

How to use this Guide
<ul style="list-style-type: none"> ▪ Complete by entering the most appropriate response to each question as indicated in the column heading. ▪ You can complete the checklist from the perspective of different 'types' of cyclist to ensure that facilities are suitable for most cyclists. ▪ Add your notes in the comments box. Use reverse side of form if insufficient space available. ▪ Download and review resource materials to provide further information and assistance. ▪ Assessment is through counting frequency of responses - not a good or bad score!

The Bikeability Checklist is not designed to evaluate your Local Government, but to enable a review and to identify areas of potential improvement.

Refer to the downloadable resources and glossary documents to assist you where necessary.

Criteria	Commuting / Utility	Recreation	Primary School Student	If problem, then what and where is it?	Notes / Comments
	Please evaluate each criterion for the route from the point of view of these different types of cyclists. Page 5 of AUSTROADS Part 14 provides characteristics of these types of cyclists			Explain location and what problem is.	For each question, enter any notes/ comments.
	Rating	Rating	Rating		
	S (Satisfactory)	S (Satisfactory)	S (Satisfactory)		
	I (Issues)	I (Issues)	I (Issues)		
	NA (Not Applicable)	NA (Not Applicable)	NA (Not Applicable)		

Coherence

1	Can cyclist speed be maintained for the majority of the route?				
2	Is parking banned in on-road bike lanes?				
3	Are bicycle lanes or left traffic lane widths adequate to accommodate cyclists?				
4	If the route is in a rural area, are wide paved shoulders on roadway provided?				
5	Is the route supported by co-ordinated systems such as signs and markings that are clear and easy to follow?				
6	Are necessary pavement markings provided and clearly visible and effective for likely conditions?				
7	Are necessary regulatory, warning and direction signs provided and located appropriately?				
8	Is route free from redundant/unnecessary signs?				
9	Are there signs and linemarking on shared paths to encourage users to share the path e.g. 'keep left'?				

Directness

10	Is the route as direct as practicable given hills and major intersections?				
11	Does the route link with other parts of the network?				
12	Does the route provide direct/continuous links to activity centres and recreational facilities?				
13	Does the route provide continuous and convenient links to adjacent streets?				

Criteria	Commuting / Utility	Recreation	Primary School Student	If problem, then what and where is it?	Notes / Comments
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Ratings: S (Satisfactory) I (Issues) NA (Not Applicable)

14	Are steep climbs & descents minimised?				
15	Are the number of stops required along the route acceptable?				
16	Are there suitable alternative routes to choose from?				
17	Is an alternative route indicated when earthworks disrupt the main route?				

Comfort & Convenience

18	Is the riding surface and the edges of consistent quality e.g. smooth and free of defects which could affect the stability of cyclists or cause wheel damage?				
19	Are sealed shoulders at least as smooth as traffic lanes?				
20	Are paths wide enough for the pedestrian and cyclist volume expected over the life of the facility?				
21	Are paths usable by cyclists on wider or larger bicycles such as tandems or cyclists towing trailers?				
22	Is a centre line marked on the pathway to reduce conflict between cyclists and pedestrians?				
23	Are smooth and flat gutters/channels provided at stormwater drain inlets?				
24	Are kerb crossing ramps ('pram ramps') provided where the route includes transitions from roads to paths?				
25	Does the riding surface have adequate skid resistance, particularly at curves, intersections, bridges and railway crossings?				
26	If rumble strips are installed along the roadway, is the shoulder beyond the rumble strip smooth and sealed?				
27	Is there adequate lighting along the bike route?				

Criteria	Commuting / Utility	Recreation	Primary School Student	If problem, then what and where is it?	Notes / Comments
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Ratings: S (Satisfactory) I (Issues) NA (Not Applicable)

28	Does the route allow for less confident/less experienced cyclists to use low traffic streets, off-roads paths or footpaths?				
29	Is the riding surface generally free of areas where ponding or flow of water may occur?				
30	Is the route free of weeds and tree route intrusions?				
31	Is the route free of construction or maintenance equipment?				
32	If holding rails or bollards are provided, are they positioned so they don't unduly interfere with access for cyclists and other users?				

Safety

33	Where paths are located adjacent to roads, is there sufficient separation and/or protection from the roadway?				
34	Are special provisions for cyclists provided along curving roads? Such as advisory/ warning signs, linemarking etc.				
35	Are sharp turns minimised?				
36	Are signs, bus shelters and street furniture sited to avoid obstructing the passage of cyclists?				
37	Do drivers generally allow room for cyclists along the route?				
38	Do drivers generally acknowledge cyclists at intersections along the route?				
39	Does the route provide a safe personal environment, especially for women and children?				
40	Does landscaping allow adequate clearances, sight distance etc?				
41	Can utility service covers, grates, drainage pits etc. be safely negotiated by cyclists?				

Criteria	Commuting / Utility	Recreation	Primary School Student	If problem, then what and where is it?	Notes / Comments
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Ratings: S (Satisfactory) I (Issues) NA (Not Applicable)

42	Are fixed objects close to or on the road (trees, fences, holding rails, bollards, etc) treated to ensure visibility at night?				
43	Are stopping sight distances adequate for all traffic, accounting for paths, roads, driveways, railways etc?				
44	Are sight lines clear of obstacles such as signs, trees, fences and parked cars?				

Other Components of Route: Intersections

45	Do intersections provide clear sight lines - around corners and across roundabouts?				
46	Are signalised intersections suitable for cyclists e.g. separate bicycle phases, bicycle detectors and cycle lamps?				
47	Are waiting areas ('bike boxes') provided for cyclists that stop at intersections?				

Other Components of Route: Off-Road Paths (if applicable)

48	Are fixed objects close to or on the path (trees, fences, holding rails, bollards, etc) treated to ensure visibility at night?				
49	Are provisions for car parking near the path satisfactory in relation to the operation and safety of path users e.g. cars cannot encroach onto path?				
50	If the path is subject to flooding & other hazards, have warning signs been provided and located appropriately?				
51	Is the presence of intersections obvious to path users?				
52	Is there adequate lighting along the route?				
53	At intersections with busy roads, are appropriate facilities provided to allow path users to safely cross?				
54	Are automatic sprinkler systems timed to avoid periods of significant path use?				

Criteria	Commuting / Utility	Recreation	Primary School Student	If problem, then what and where is it?	Notes / Comments
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Ratings: S (Satisfactory) I (Issues) NA (Not Applicable)

55	Do sprinklers spray away from the path rather than across it?				
Other Components of Route: End of Trip Facilities					
56	Are there secure access lockers or compounds available?				
57	Are bicycle parking facilities available close to major destinations such as schools, sports facilities, shopping centres?				
58	Are bicycle parking facilities secure or at least in highly visible areas?				
59	Are bicycle parking facilities well lit?				
60	Are bicycle parking facilities clean?				
61	Are bicycle parking facilities protected from weather?				
62	Are bicycle facilities placed at airports, bus and rail stations/ interchanges?				
63	Are bicycle facilities provided at your workplace (if applicable)? Eg: secure parking facilities, lockers, showers, irons, etc				

Route Based Checklist Summary

This part is for information only.

REMEMBER: The Bikeability Checklist is not designed to evaluate or pass judgement on your Local Government in any way. Rather, it is a tool for reviewing and indentifying areas of potential improvement.

Scoring and assessment instructions

1. Add the number of responses in each category, e.g. the number of 'Satisfactory' responses for this Checklist. Ignore 'Not Applicable' responses.
2. Write the number of responses in each category in the appropriate box in Column A.
3. Add the number of 'Satisfactory' and 'Issues' responses to get the Maximum Score for this Checklist.
4. Divide the total number of 'Satisfactory' responses by the Maximum Score and make this a percentage.
5. Look up the Star Rating corresponding to this percentage in the Guide and record it in the box.

YOUR RESULTS	No. of Responses	Percentage	Star Rating
	A	B	C
Total Satisfactory (S)			
Total Issues (I)			
Maximum Score			

STAR RATING GUIDE:	
*****	= 85% or above
****	= 60% - 84%
***	= 45% - 59%
**	= 30% - 44%
*	= 15% - 29%
∅	= 14% or less