

# CYCLING FOR ACTIVE TRANSPORT

## Local Infrastructure Development Fund

Department of  
Infrastructure, Energy and Resources



Tasmania  
Explore the possibilities

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For further information about the *Cycling for Active Transport – Local Infrastructure Development Fund* please contact Janine Pearson, Active Transport (Walking and Cycling) Project Officer on 62 33 5170 or email [Janine.Pearson@dier.tas.gov.au](mailto:Janine.Pearson@dier.tas.gov.au)

The *Cycling for Active Transport – Local Infrastructure Development Fund* has been established under the auspice of the Minister for Sustainable Transport's *Passenger Transport Innovation Fund* (PTIF).

\$150,000 was allocated to the Fund over two financial years. In 2012, the second year of the program, \$84,500 is available for allocation in accordance with criteria set out in this document.

## 1. Background & Purpose

The *Tasmanian Walking and Cycling for Active Transport Strategy* was launched in 2010 with the aim of providing a framework to support more people to walk and cycle as part of their everyday transport journeys.

As part of the implementation of the *Strategy* the Department of Infrastructure, Energy and Resources (DIER) has been working with stakeholders to identify transport oriented Principal Urban Cycling Networks for Hobart, Launceston and the Devonport/Burnie areas. These routes service key destinations and population centres.

As well as working toward developing the routes that make up the Principal Urban Cycling Networks, DIER recognises a need to build local cycling connections – routes that enable people to undertake local journeys, connect to public transport by bike, and connect to the Principal Urban Cycling Network routes.

The purpose of the *Cycling for Active Transport – Local Infrastructure Development Fund* is to support local government and not-for-profit community based organisations to develop local cycling connections and facilities, and deliver programs that support people to cycle to undertake their everyday journeys.

## 2. Introduction

The environmental, social, economic and health benefits of walking and cycling are widely recognised, and supporting walking and cycling for transport can also improve the liveability of our communities.

The *Greater Hobart Household Travel Survey (December 2010)* found that whilst 20% of trips in the Hobart metropolitan area are undertaken by walking, less than 1% of trips are undertaken on bikes. This is despite the fact that nearly 50% of Hobart households own at least one bike.

People are more likely to use their bike for transport journeys if they can find a route that is convenient, direct and safe. Some cyclists feel safer using off-road cycling paths for their journeys, whilst more experienced cyclists usually prefer riding on-road as it's faster and more direct.

Increasing the number of people who use bikes for their every-day transport journeys will increase the community's acceptance of cycling as a legitimate transport mode, and this in turn will encourage more people to use bikes for transport.

The *Cycling for Active Transport – Local Infrastructure Development Fund* supports local government and not-for-profit community based organisations to develop local cycling infrastructure, facilities (eg: end-of-trip facilities) and initiatives (including behaviour change initiatives) that support people to use a bike to undertake every-day work, school, shopping and other transport journeys.

### 3. Outline of Program

Funding of up to \$10,000 per project is available to local government and not-for-profit community based organisations for new projects and initiatives that:

- Create or enhance local transport oriented cycling infrastructure.
- Support people to use a combination of cycling and public transport to undertake transport journeys.
- Enable cycling for transport via provision of end of trip facilities for cyclists.
- Increase people's acceptance of cycling as a viable mode of transport for everyday journeys.
- Make cycling for transport safer and more accessible for people of all ages.

Funding will be available on a co-contribution basis, with local government/community based organisations expected to contribute to the cost of projects on a dollar-for-dollar basis.

Whilst the expectation is that applicant organisations will contribute financially to proposed projects, there may be circumstances in which in-kind contributions may be considered.

\$84,500 has been allocated to the program for this round of funding.

Projects must be completed by 30 June 2013.

### 4. Eligibility Criteria

1. Local government organisations and not-for-profit community based organisations are eligible for funding.
2. New projects and additions to existing projects are eligible.
3. Up to \$10,000 funding is available on a dollar-for-dollar basis. In some circumstances 'in-kind' support from applicant organisations may be accepted, but generally it is expected that applicant organisations will contribute financially to the Project.
4. Funding will be available for projects that:
  - Create new, or enhance existing transport oriented cycling infrastructure;
  - Improve people's capacity to use their bikes to connect to public transport;
  - Enable cycling for transport via provision of end of trip facilities for cyclists;
  - Promote travel behaviour change by increasing the community's engagement with cycling as a form of transport; and/or
  - Make cycling for transport more convenient, safer and more accessible for people of all ages.
5. Funding applicants will need to be able to demonstrate that relevant asset or property owners will be an active partner in the delivery of the proposed project.
6. Priority will be given to projects that:
  - Deliver cycling infrastructure that has been identified by the community as being of high priority.
  - Can demonstrate significant benefits in terms of getting people to cycle for transport.
  - Meet a current or clearly identified latent demand.
  - Can demonstrate support from local communities and businesses.
  - Can demonstrate value for money in terms of supporting cycling for transport.
  - Deliver on-ground cycling infrastructure and facilities, although consideration will also be given to:

- projects focused on infrastructure planning and concept development activities; and;
  - education, information, awareness and training programs that support cycling for transport.
7. Projects will need to meet safety and design standards acceptable to the Department of Infrastructure, Energy and Resources.
  8. Funding will not be provided for ongoing maintenance or administrative costs.
  9. Funding will not be provided for undertaking works such as landscaping associated with delivery of identified projects.

## 5. Submissions

Submissions must:

1. Identify the purpose and the benefits expected from the Project.
2. Provide a rationale for the completion of the project including any transport demand analysis undertaken, public consultations undertaken, or cycling infrastructure usage data available.
3. Identify the location and extent of the Project, including plans and consultants reports where relevant.
4. Detail the design specifications for the project where relevant, including details of standards applied.
5. Articulate the funding required for the Project and how the funding will be expended.
6. Outline of time frame for the delivery of the Project.
7. Provide information about consultations that have been conducted with relevant stakeholders, including potential users, surrounding businesses and those otherwise affected by the Project.

Submissions will be invited once a year in accordance with the timeframe below. Submissions will be accepted and assessed outside this time frame, funding permitting.

### Submissions should be sent to:

**Janine Pearson**  
**Active Transport Project Officer (Passenger Transport Division)**  
**Department of Infrastructure, Energy and Resources**  
**GPO Box 936**  
**HOBART 7001**

Or email: [Janine.Pearson@dier.tas.gov.au](mailto:Janine.Pearson@dier.tas.gov.au)

**Submissions should be provided by Tuesday 12 April 2012.**

## 6. Timeframes for Funding Process

1 March 2012	Submissions invited for funding
12 April 2012	Submissions due to DIER
18 - 22 June 2012	Minister announces successful Projects
1 July 2012 – 30 June 2013	Funded Projects are undertaken Submissions accepted throughout financial year until funding is exhausted.
30 June 2013	Projects finalised and acquitted

## **7. Assessment Process**

Eligible projects will be assessed by a panel made up of:

- DIER staff with engineering expertise.
- DIER's Active Transport Project Officer.
- Representative of the Local Government Association of Tasmania.

The Panel will give priority to projects that demonstrate a high return in terms of encouraging people to cycle for transport.

The Panel will make recommendations to the Minister for Sustainable Transport for funding under the auspice of the *Passenger Transport Innovation Fund* (PTIF).

## **8. Payment of Government Contribution & Acquittal**

Funding will be provided once projects have been completed and a representative from DIER has conducted a completion audit.

Information concerning the project, including funding received from the State Government must be included in funded organisations' Annual Reports.

## **9. Approval and Signing**

The Minister for Sustainable Transport will announce the approved program of works. No public announcement concerning a project is to be made before the Minister's announcement.

Where appropriate, signage will be erected at approved project sites outlining that the project(s) have been funded jointly with the State Government through the *Passenger Transport Innovation Fund*.

## **10. Dealing with Project Variations**

Any change to approved projects must be re-submitted for approval prior to the commencement of construction.

Failure to notify DIER of changes to funded projects may result in funding approval being withdrawn.

Changes to the scope or nature of funded projects may result in funding amounts being reduced. Changes to project scope may also result in additional funding (within the scope of the Funding Program) being allocated to the Project.