

## 8.12 Cycling Identification (Campbelltown)

### Council Notice of Motion – LGA Comment

To: Ordinary General Meeting  
Motion From: Campbelltown City Council  
ECM: 635919 Attachment: 635745

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### Proposed Recommendation

**That the Ordinary General Meeting requests the LGA to investigate whether there is sufficient evidence across Local Government to lobby the State Government to introduce legislation that requires all bicycle riders aged 16 years or older to have suitable identification attached to their bikes.**

### Chief Executive Officer's Comments

*(Officer: Bethany Loates, Policy Officer, Infrastructure)*

Cycling provides a number of benefits to the community including increased health and social equity, reduced health care costs, congestion and greenhouse gas emissions. The LGA and councils, in general, support the state government's initiatives to increase options and safety for people cycling.

From 25 October 2015, people driving are now required to give people cycling a wider berth when overtaking on a road. Additionally, people of all ages are now permitted to cycle on footpaths unless a sign is posted that specifically prohibits doing so.

With the introduction of new laws regarding people cycling and an increase in people cycling in general, there has been ongoing public discussion about the introduction of a suitable identification system. It is often argued that an identification system may encourage safer and more responsible use of footpaths and roadways by people cycling whilst providing assistance to law enforcement when dealing with people cycling who may misuse footpaths and roadways.

Such identification is most commonly referred to as registration. Registration for people cycling does not occur elsewhere in Australia and it is not common practice in other countries. Internationally there have been a number of places that have introduced registration of bicycles and, in all but two cases, these laws have been repealed as the administration costs of introducing and operating a registration scheme for bicycles outweigh the benefits gained.

The two places in which bicycle registration has been successful are Hawaii, USA and Japan. However, these two systems are not intended for the identification of people while cycling but, rather, are systems to identify stolen, abandoned or illegally parked bicycles.

## **Hawaii, USA**

This long standing program is a one off registration process costing \$15.00 per bicycle. Registration is required only for bicycles with wheels greater than 20 inches in diameter, though it is recommended as a means of facilitating the return of recovered stolen bicycles and is encouraged for all bicycles. Transfer of ownership costs \$5.00. The funds raised are put back into cycling infrastructure. It is important to note that this is the only system internationally that has generated any revenue from its implementation.

Failure to register your bicycle results in the bicycle being seized with the owner having two weeks to collect it. Upon collection the owner must pay the \$15.00 registration fee and a fine of \$1.00. Should the bike not be collected within this time frame the bicycle is sold off with the profits being provided back to the bicycle owner.

It is often thought that this program works because it is an island where there is the ability to monitor all bicycles entering the state.

## **Japan**

In Japan there is no fee for registering a bicycle and there is no penalty for failing to register it. The purpose of this system is to enable police to return stolen or abandoned bicycles.

In both Hawaii and Japan the registration identification is a single sticker that wraps around the seat tube. The size and location of the sticker would not enable the identification of a person cycling whilst moving. While other places have trialled the use of metal plates similar to that used on cars, the cost of implementation has been prohibitive and resulted in the cessation of the program.

Recent media attention has been given to the New South Wales where it has been announced that from 1 March 2017 people will be required to carry identification when riding a bicycle. However, this regulation has not yet been drafted nor does it enable the general public to view and report a person cycling as is the intent of this Notice of Motion.

Preliminary discussions with the state government has indicated that, as a result of the failure of nearly all international examples and the impact it would have on cycling participation, there is currently no appetite to look at an identification or registration system for people cycling.

## **Financial and Resource Implications**

This activity is not currently anticipated in the LGA's work program but can be delivered within existing LGA resources. However, the deployment of resources is unlikely to yield any outcome from the state government.

## **Attachment**