

**BICYCLE
NETWORK®**

Don't forget about bikes

Bicycle Network election policy paper

September 2018



1. Bikes: Don't forget about us

Victoria is fortunate. We have some of the best places to ride bikes in the country.

We have neighbourhoods where the number of people using bikes for daily trips matches or better international cities renowned as being bike friendly. We have policy settings and strategies designed to put bikes on an equal footing with other transport modes.

So how is it that people who ride bikes frequently feel forgotten, left out, looked down upon, and starved of opportunities?

The problem is that most of us still can't simply choose to ride our bike when and where we want to and it's unfair. It's clearly not a level playing field.

While staggering amounts—billions upon billions—are funnelled into building more roads and rail, bike riders are left raiding the government dumpster for spare change. It's the battle of the build and people who ride are left behind.

Yes, we need roads, trams and trains to move people and freight around. But it's not going to solve the traffic congestion that's choking our cities, towns and suburbs. It's not going to future-proof our communities against an ever-growing population and increasing cost of living. It's not going to stop our most vulnerable road users from dying on our roads.

We know that if we build more accessible, connected and attractive places to ride, more people of all ages, backgrounds and genders will. If we make bike riding easier, Victorians will choose active transport over the other modes.

Yet governments are denying the community that choice.

By biasing investment towards non-active modes and crimping spending on essential bike facilities and programs, choice is being distorted and public investment misdirected.

Our message to the political parties this election is: don't forget about bikes.

Make bike infrastructure universal. Make it easier for more people to jump on their bikes for their own health and happiness and the liveability of the entire community. Let people choose.

People will still drive, that is their choice. But many more of us will ride.

2. Focus on health and accessibility

Bike policy should not be hard or complicated, and international experience tells us governments of all political ideologies can make real change for people who ride.

Policies that increase physical activity through active transport represent a low-cost, high-value investment with benefits that reach the wider community.

When it comes to forming policy on bikes, Victorian parties and candidates should be thinking about:

- **Decongestion.** When more people can choose to ride, there will be fewer people competing for packed trains and crowded public transport.
- **More capacity.** In dense, thriving cities, we need to focus on the movement of people not just vehicles. Encouraging more people to ride is a capacity builder for any transport network.
- **Health.** Sedentary lifestyles are shortening life spans, supersizing waist-lines and the health budget. Physical activity is essential for happy and healthy families and communities. Give people choices for more activity.
- **Ride2School.** Freedom, resilience, learning and confidence. Ensuring students of all ages can ride safely to school will build a lifetime of healthy habits.
- **Liveability.** Active streets with lots of bikes makes our favourite places even more alive, attractive, friendly and productive.
- **Jobs and education.** Access to employment, education and training is the backbone of every economy. Bikes are ideal for these everyday trips.
- **Equality.** Access for women, children and low socio-economic communities who are currently denied their right to ride and physical activity because of barriers. That's not fair.



3. Election priorities

3.1 BUILD PLACES FOR PEOPLE TO RIDE

Main street makeovers

Many wonderful main streets across our towns and suburbs are under assault. Online trading is stealing revenue and congestion is choking access. By prioritising pedestrians, bike riders and public transport, international examples abound of dramatic revitalisations and turnarounds. We need to make places people want to spend time in.



Make Sydney Road a best practice example of main street recovery and show the way for future transformations.

Strategic Cycling Corridors

These routes are the super highways of the bike world and are planned right across metropolitan Melbourne and regional cities. Alignments have been adjusted and refined by the government, councils and Bicycle Network since 2014. They are supposed to be completed in 15 years. At the current rate of progress, that would be a miracle.



Accelerate the roll out of Strategic Cycling Corridors with prioritised planning, design and delivery program.

Regional trails and tourism


The development of tourism is economically vital to regional Victoria, and cycling tourism makes a great contribution. The planning, development and building of new trails should be systematic, prioritised and continuous.



In this term, complete the Daylesford to Macedon, and Yarra Ranges trails. And proceed with the 12 Apostles Trail development.

Health circuits in Rural Victoria


Many people on the fringes of our cities and in rural towns want to ride more to improve their health, but country roads are unsafe. With careful route selection, speed management, signage, improved surfaces and community support, these circuits can become popular with everyday people.



Introduce a health circuits program to boost physical activity in rural and far outer suburban areas.

Metropolitan Trails

Each of Melbourne's regions has, or is developing, a metropolitan trails strategy. This work will be wasted unless a well co-ordinated funding and delivery program is instituted so that these important facilities can be rolled out over time.



A Metropolitan Trails Network program to deliver on the potential of Melbourne future network of recreational trails.

Low speed local neighbourhoods

Communities are agitating to get their streets back from rat-runners and make them liveable again. Sometimes this can be done by lowering speed limits, in other locations, intensive place-making is used.



Introduce a state-wide program whereby communities can apply for funding packages for liveable neighbourhood projects.





3.2 NORMALISING BIKE RIDING

Fund Ride2School

With a proven track record, Bicycle Network's Ride2School program has developed a wealth of knowledge and experience in getting students more physically active. Since 2007, the program has achieved significant success in increasing the number of students riding, walking, skating and scooting to school. A key focus area for the next four years will be to increase the number of girls riding to school through an expansion of Mind. Body. Pedal.



**Fund Bicycle Network's
flagship behaviour
change program
Ride2School over the
next four years.**

Station access and bike parking

With huge investment in rail, many more people will need to get to the station each day. But their roads are congested, and car parking is full by 7am. Station car parking is so vast in some suburbs that the station precincts will become dead zones, without life or activity.



**Every station needs a
local bike network and
secure bike parking.**

End of trip facilities review

Victoria was a pioneer in mandating end-of-trip facilities in the workplace. That was more than 10 years ago. The world has moved on and the requirements are in urgent need of a refresh.



**Review planning
provisions for end of
trip facilities.**

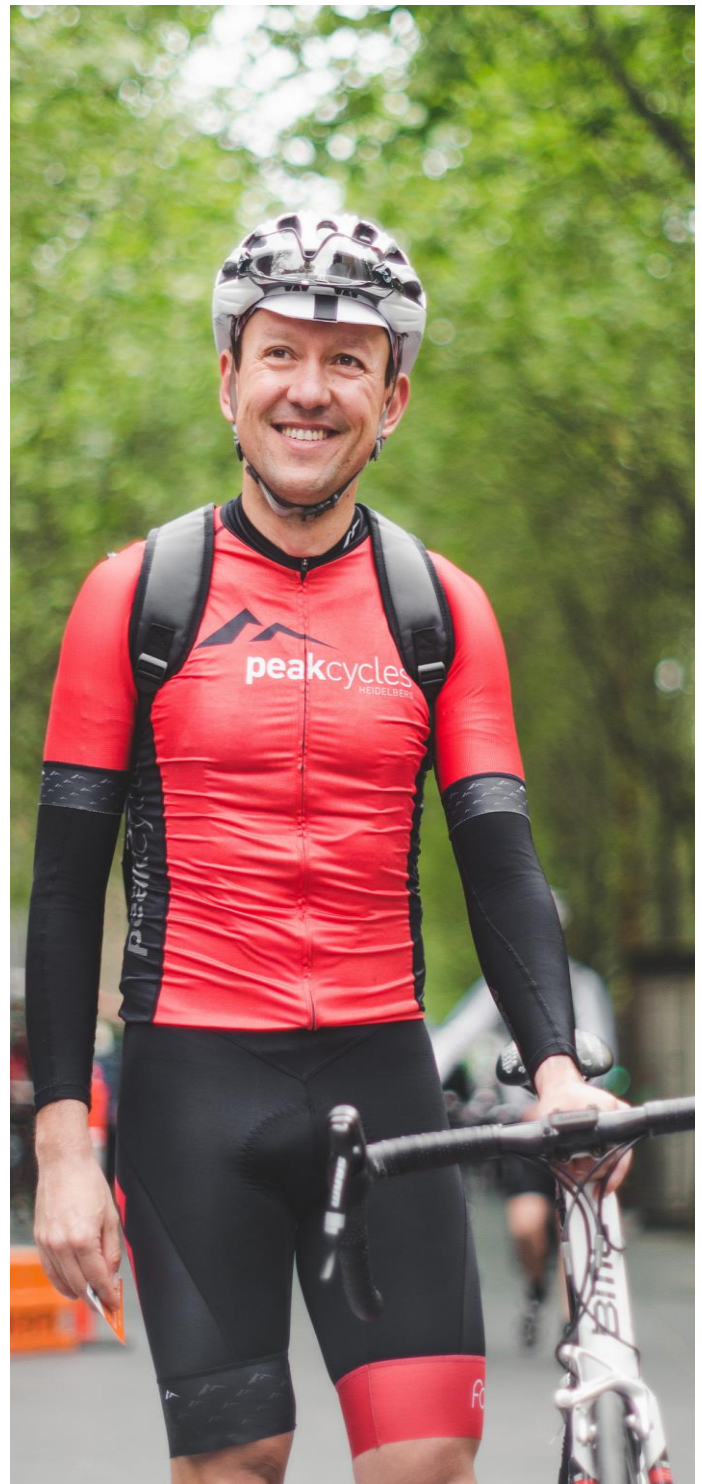
3.3 SUPPORT AND PROTECT PEOPLE WHO RIDE

Policies to make it easier and safer to ride

Victoria is falling behind the rest of Australia when it comes to policies and laws that make it easier and safer for more people to ride. Victoria is one of the only places that doesn't have minimum passing distance law or allow people of all ages to ride on the footpath.



**Introduce minimum
passing distance law
and allow footpath
riding.**



3.4 STRATEGIC DIRECTION AND IMPLEMENTATION

Active Transport Victoria (ATV)

For the first time, the state has had a single program to oversee bike strategy and guide expenditure on bike and pedestrian development. It has barely started, but expires this year.



Renew, refresh and empower ATV to obtain greater contribution from across government towards active transport.

Standards and guidance review

The guidelines for building new bike infrastructure is out of date. Both the Federal and the Victorian guides that are being used today do not reflect international best practice and are resulting in perverse outcomes.



Produce new Victorian Guidelines for bike infrastructure that meet contemporary international standards.

Boost Safe System investment for bike riders

Although Victoria's bike riding population continues to grow, our safety record is not good. Progress is being threatened by changes in the external environment such as driver distraction from mobile phones, increasing heavy vehicle movements and massive growth in commercial passenger vehicles.



TAC and VicRoads to launch a separate Safe System program to address bike safety.