



**BICYCLE
NETWORK®**

Give people the choice to ride

**Bicycle Network
Victorian State Budget Submission
2019-20**

December 2018



Bicycle Network

With nearly 50,000 members, Bicycle Network is one of the top five member-based bike riding organisations in the world. With a proud history reaching back more than 40 years in Victoria, we are committed to improving the health and wellbeing of all Australians by making it easier for people to ride a bike.

Operating nationally, we have a measurable, successful and large-scale impact in community participation and the promotion of healthy lifestyles through bike riding.

We achieve this through:

- Improving the bike riding environment by working with government at all levels to provide better infrastructure, legislation, data, policies and regulations
- Delivering successful, large-scale and measurable behaviour change programs such as [Ride2School](#), [Parkiteer](#) and [Ride2Work](#)
- Providing services that support bike riders through membership
- Running mass participation bike riding events such as the [Great Vic Bike Ride](#) and [Around the Bay](#)
- Being a key spokesperson on issues related to cycling and physical activity.

Bicycle Network welcomes the opportunity to make a pre-budget submission to Treasury as preparations are made for the 2019/20 Victorian budget.

If you need our help to turn Victoria into Australia's healthiest and happiest state, please contact us.

A handwritten signature in blue ink, appearing to read "Craig Richards".

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Executive summary: Give people the choice to ride

Victorians are weary. We're tired of wasting our days stuck in cars on traffic-choked roads or on jam-packed trains or trams. Worse, we're tired of politicians who say the right things but are unwilling to make the decisions we need to improve the liveability and happiness of our communities.

It's clear that Victorians want a choice. We want to be able to move around our cities easily, cheaply and safely. We want our children to grow up without the burden of preventative disease. We want transport choices that save us time, improve our health, save our environment and boost our economy.

However, for years, our governments have biased investment into inefficient, inactive and costly transport modes. At the same time, they've crimped spending on essential bike facilities and programs, putting the lives of people who already ride and those who want to ride bikes at risk.

This is despite Victoria having the policy settings and strategies designed to increase active travel and put bikes on equal footing with other transport modes.

We know that if we fast-track proactive investment in accessible, separated, connected and attractive places to ride, more people of all ages, backgrounds and genders will. If we build more places to ride and close the gaps in our networks, Victorians will choose active transport over the other modes.

Bicycle Network is calling on the newly-elected government to set a new, transformative course for Victoria. This is our chance to get Victoria moving and make real change for people who ride.

With strong coordination, proper prioritisation and a forward-looking program of ongoing investment, we can make bike infrastructure universal and make it easier for more Victorians to jump on their bikes for the health, happiness and liveability of our communities.

Bicycle Network is calling on the Andrews Labor Government to:

1. Establish a \$126 million annual bike-specific infrastructure fund
2. Commit to a new funding cycle for the successful Ride2School program
3. Commit to the early, fast-tracked delivery of priority cycling projects for a gap-free network
4. Expand bike parking options at all commuter hubs

Key budget impacts:

Financial year	2019-20 \$m	2020-21 \$m	2021-22 \$m	2022-23 \$m	TOTAL \$m
Annual bike fund	129	131	133	135	528
Ride2School program	0.964	0.993	1.02	1.06	4.04
MPDL enforcement program	1.75	1.75	1.75	1.75	7



1. Establish a dedicated fund to get more people riding

Cycling infrastructure across the state is not meeting current or future needs because it's underfunded. Without a dedicated, ongoing bike infrastructure fund, the government cannot take a strategic approach to the expansion or completion of bicycle networks.

People who ride bikes need the government to:

- Deliver the Strategic Cycling Corridor Network – comprising off-road, protected bike paths and routes on traffic calmed streets
- Address important missing links in the current bicycle network that are independent of major projects
- Develop connections for designated employment clusters and other major employment attractors such as universities and hospitals
- Provide and improve connectivity to transport hubs, train stations, schools and community centres.

In addition to an ongoing fund, it's essential that the government delivers on its election promises to provide better bike infrastructure and linkages for people who ride and walk:

- Separated centre bike lanes along the length of [St Kilda Road](#)
- Major [expansion of the trails network](#) in Melbourne's northern suburbs
- [Creation of new parklands](#) with walking and cycling facilities across Melbourne.

To deliver a bicycle network that closes the gaps and matches the demands and abilities of Victorians who are riding or want to, Bicycle Network is asking the government to invest **\$20 per person, per year, more than \$129 million** into bikes annually.

Budget impact:

Figures are adjusted based off Victoria's predicted population growth rate of 1.7 per cent.

Financial year	2019-20	2020-21	2021-22	2022-23	TOTAL
	\$m	\$m	\$m	\$m	\$m
Annual bike fund	129	131	133	135	528

This figure is relatively conservative given that the UN has called on countries to invest at least 20 per cent of their transport budget in walking and cycling infrastructure [1]. London has also committed to invest \$23 per person on active transport [2].

This funding would be separate to and independent of any bike infrastructure within major project budgets, which although essential in the long term, is often not an immediate strategic priority.

A forward-looking, ongoing investment program is needed to set a new course for people who ride, with strong co-ordination and proper prioritisation across the government and all its departments.



A dedicated fund would also ensure that bike projects don't get lost or lose momentum. In some cases, we've been waiting more than 10 years to see the delivery of previously promised projects such as the Gipps Street steps, St Kilda Road and Sydney Road.

The outcome will be a completed, strategic network of direct, quality and connected cycling routes that will reduce the demand on our roads and risk for vulnerable road users.

1.1 Priority bicycle projects and actions for 2019-20

Without action, many of our priority bicycle infrastructure projects and actions remain unchanged from 2018-19. These projects are also consistent with our key election priorities.

1. Establish a single bicycle network plan for Victoria to guide investment and prioritise, plan and coordinate delivery of cycling infrastructure across the state.
2. Build radial bike connections/separated paths and facilities at new/existing train stations, activity centres or commuter hubs, particularly in Melbourne's growing middle and outer suburbs.
3. Invest in improving bicycle routes and connectivity to major employment clusters such as Monash University, LaTrobe University and Sunshine.
4. Prioritise and fast-track the delivery of long-delayed separated bike infrastructure on Sydney Road, St Kilda Road and the removal of the Gipps Street steps.
5. Fast-track the delivery of the Strategic Cycling Corridor Network – comprising off-road, protected bike paths and routes on traffic calmed streets.
6. Ensure that all major scheduled road and transport projects adequately prioritise bike riding infrastructure and facilities as a critical outcome of the project, not an optional extra.
7. Commit to further grow the number of rail trails, and to systematically improve their quality such as completion of the Daylesford to Macedon Rail Trail, Yarra Ranges trails and continue the development of the 12 Apostles Trail and Bendigo Kilmore Rail Trail. Regional Victoria can benefit tremendously from bicycle tourism, and high value opportunities are still to be exploited across the state.
8. Ensure the early completion of the Hopetoun Bridge (Dyvon Road over the Maribyrnong River) bike facility. This is required to ensure a connection from the west to the new Dyvon Road facilities at West Melbourne being provided by the West Gate Tunnel project.
9. Renew, refresh and empower Active Transport Victoria to obtain greater contribution from across government towards active transport.



2. Get more kids and young people riding with Ride2School

Victoria's young people are facing a crisis of inactivity. Currently, more than 70 per cent of children and 91.5 per cent of young people don't get the hour of exercise crucial for good health every day [3]. At the same time, only two out of ten ride or walk to school [3].

Thanks to 10 years of ongoing funding from the Victorian Government, Bicycle Network's Ride2School program has helped reverse this trend. Ride2School takes an evidence-based approach to working with schools, students, teachers, parents and councils to create and support active school communities.

As a successful and cost-effective behaviour change program, Ride2School has established itself as a world leader with schools who actively participate in our program reporting active travel rates of up to 45 per cent, double the national active travel average of 20 per cent.

There are currently 1,558 Victorian schools registered in the program. This ever-growing number represents 69% of total Victorian schools across the state.

Anchored in proven behaviour change methodology, Ride2School has been able to develop many innovative, creative and successful initiatives that result in positive and measurable changes in the community.

Ride2School's vision for the next four years of a new funding cycle is to create an environment and culture that makes riding and walking the easiest and most common way to get to school. However, long-term behaviour change takes time which is why we've created a detailed plan of action for the next four years (see Attachment 1).

Up until 2023, Ride2School will leverage our experience, positive reputation and creativity to address physical activity barriers, expand capacity and embed the program within the school curriculum across primary and secondary schools.

As part of this plan, Ride2School will focus on schools at all levels of engagement, allowing for greater responsiveness, reach, flexibility and impact.

Budget impact:

Financial year	2019-20	2020-21	2021-22	2022-23	TOTAL
	\$m	\$m	\$m	\$m	\$m
Ride2School program	0.964	0.993	1.02	1.06	4.04



3. Introduce and invest in an enforcement program of safe passing distance laws

Victoria is the only state without specific Minimum Passing Distance Laws (MPDL) or a trial underway.

Despite recommendations from a parliamentary inquiry, the State Government announced in 2017 that it would not legislate MPDL under the belief that it would be difficult to enforce. Instead, the government launched a public behaviour change program to encourage the safe passing of bike riders. Bicycle Network supported the campaign with the expectation that the laws would ultimately be introduced.

Bicycle Network strongly encourages the Victorian Government to not only implement MPDL but enforce and educate.

Currently, Victoria's laws require drivers to give people who ride bikes sufficient distance when passing. The VicRoads website suggests "at least one metre, more if you're traveling over 60km/h."

Bicycle Network would like to see the Victorian Government invest in a close pass cycling initiative like that of the West Midlands Police in the UK [4].

The award-winning *Operation Close Pass* program has now been adopted by police forces across the UK. The program involves plain clothes police officers on bikes equipped with cameras that alert uniformed colleagues of close passes or other instances of poor driving. Drivers are then offered a road-side education but repeat offenders, or dangerous drivers can expect to be prosecuted and taken to court [4].

Since the launch of the close pass program in the UK, the number of cyclists killed or seriously hurt on the region's roads has dropped by a fifth, with almost 200 stopped, 13 prosecuted and an additional 350 fined through a review of helmet and dash-cam footage [4].

Implementing this program would require Victoria Police to set up a special traffic policing unit to specifically target driver behaviour towards bike riders. The unit would also be responsible for establishing an online portal and processing online reports of close pass drivers.

Budget impact:

Financial year	2019-20 \$m	2020-21 \$m	2021-22 \$m	2022-23 \$m	TOTAL \$m
MPDL enforcement program	1.75	1.75	1.75	1.75	7

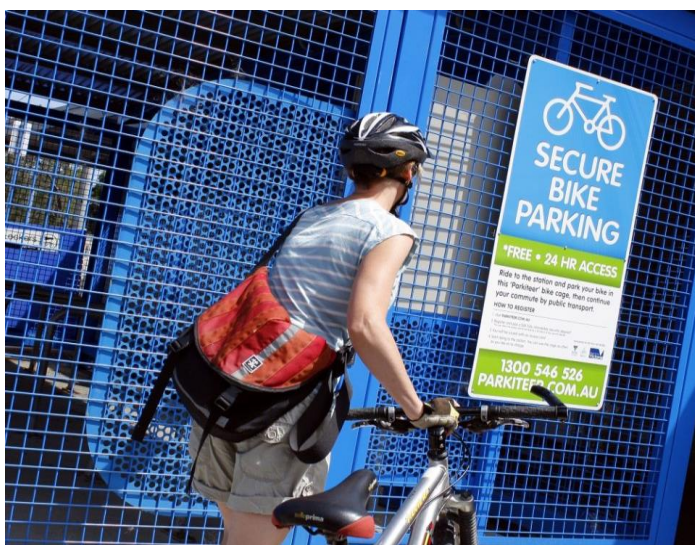
4. Improve connectivity at transport and commuter hubs

Improving connections to transport hubs is critical in enabling more people to get enough physical activity and mobility in their communities, while relieving congestion.

Demand for Bicycle Network and Public Transport Victoria's Parkiteer program is increasing, particularly in the west, adding pressure to deliver high quality service across the network, where demand outstrips supply.

Bicycle Network would like to see the following actions that involve a strategic approach to Parkiteer and make it easier for more people to ride to the station:

1. Expand and diversify the provision of secure parking facilities at train stations:
 - a. Commit to install 10 per year at stations that aren't part of an existing construction project in addition to those committed as part of the LXRA or station redevelopments.
 - b. Expand Parkiteer cages that are near or over capacity or predicted to be in the next few years – especially in the western suburbs.
2. Release of a four-year strategic development plan for Parkiteer that identifies the pathway for expansion for both cages and users as well as better integration and connectivity with the surrounding suburb and existing network.
 - a. Move Parkiteer towards a Ride2Station program which incorporates Bicycle Network's proven behaviour change methodology to support long-term adoption of active travel in commuter precincts.





References

- [1] United Nations Environment Program, "Global Outlook on Walking and Cycling - Policies and realities from around the world," United Nations, 2016.
- [2] Transport for London, "Draft Mayor's Transport Strategy," 2017. [Online]. Available: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/the-mayors-transport-strategy>. [Accessed 11 December 2017].
- [3] Australian Bureau of Statistics (ABS), "Australian Health Survey: Physical Activity 2011-12," Australian Bureau of Statistics, Canberra, 2013.
- [4] S. MacMichael, "West Midlands Police outline how their award-winning Operation Close Pass will evolve," Road.cc, 20 March 2018. [Online]. Available: <https://road.cc/content/news/238924-west-midlands-police-outline-how-their-award-winning-operation-close-pass-will>. [Accessed November 2018].
- [5] Australian Bicycle Council, "Australian Cycling Participation 2017," AusRoads, 2017.