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FEDERAL MEMBER FOR DENISON

RESPONSE:

Building places for people to ride

I have long been a champion for better bicycle infrastructure because bike riding is environmentally sustainable, inexpensive, healthy and often convenient. I support Bicycle Network's proposal for a \$492 million cycling infrastructure fund as well as ensuring that bike infrastructure is considered in federally-funded infrastructure projects and grant programs like the Building Better Regions Fund.

On a local level, my electorate of Clark is ideally suited for bike lanes because of the close proximity of the Hobart CBD with the outer suburbs. I have consistently advocated for better bike infrastructure and was pleased that my intervention helped extend the bike lane from Claremont to Austins Ferry. More recently I was able to secure \$850,000 for bike infrastructure in the Hobart area including a bike lane on Huon Road, on-road bike parking stations and upgrading the access link to the Macquarie Point cycleway.

I acknowledge however that a lot more needs to be done to make Hobart truly bicycle-friendly. I support Bicycle Network's plan for a network of bi-directional separate cycleways in Hobart and commit to lobbying federal, state and local governments to make this a reality.

Normalising bike riding

All sectors of the community need to play their part to encourage bike riding and to motivate people to ride to work, school and university, but this starts from the top with government incentives.

I support Bicycle Network's proposals for a national pay-to-ride-to-work scheme of \$5 for every trip to work made by bicycle, a \$3.9 million nationwide Ride2School program, and modifying the Building Code of Australia to include end-of-trip facilities like bike racks and change rooms. I also support changes to the fringe benefit tax exemption to encourage active transport.

More broadly schools, universities and employers should be given government support to encourage people to commute by bike. An example of this may be some form of incentive for employees who use bikes as a primary form of transportation. And schools and parents should be encouraged to work together to provide children with a safe and easy way to cycle to and from school. This would teach children from a young age both the health and environmental benefits of commuting by bike.



Protecting people who ride

It's crucial that the roads are safe for bike riders. This will also encourage more people to commute to work, school or university by bike who don't currently feel safe or comfortable doing so. To that end I support Bicycle Network's call for enhanced national safety standards and road user awareness programs in relation to heavy vehicles (which will also make the roads safer for all road users), the eight recommendations identified to deal with distracted driving, implementation of the recommendations from the inquiry into the National Road Safety Strategy, a national bicycle crash database, and the lowering of speed limits on streets with high volumes of bike riders.

Strategic direction

Central to all this is that planning for bike riders and bike infrastructure should not be ad hoc. Active transport needs to be at the forefront of government infrastructure planning, so to that end I support the implementation of the recommendations from the *Building Up & Moving Out* report, as well as the development of a new national bike riding strategy. It is crucial that organisations representing bike riders and other active travel organisations have a seat at the table throughout these processes.

On a local level, I have long called for Hobart to have a strategic plan which would deal with the transport issues the city is currently facing. Such a plan would allow for active transport infrastructure such as separated cycleways to be at the forefront of city planning and to help truly realise the goal of making Hobart a "30-minute city".