



2 May 2019

Anthea Hargreaves
General Manager, Public Affairs
Bicycle Network
antheah@bicyclenetwork.com.au

Dear Anthea

Thank you for your email regarding the need for greater investment in cycling infrastructure.

We note the four main actions you request of the incoming government.

We have addressed these points below.

Labor understands the significant benefits a greater uptake of cycling brings, which is why a Shorten Labor Government will invest \$260 million to upgrade the nation's cycling paths. This will encourage more people to ride bicycles to work or school and capitalise on the rapidly expanding cycling tourism market.

Labor's National Bike Paths Strategy will provide the largest ever investment in bike paths from the federal Government and underscores our commitment to active transport.

Labor will partner with state and territory governments or local councils to unlock even more investment and make a difference to the health, safety and overall amenity for people living in cities and towns across Australia.

According to research by the National Heart Foundation and the Cycling Promotion Fund, a key reason Australians cite for not cycling is concern for their safety when they ride on roads.

Further research by the Bureau of Infrastructure, Transport and Regional Economics has found that 80 per cent of cyclists would ride more frequently if there were more bike paths.

Labor's record investment in bike paths will remove these obstacles to greater participation in cycling, with higher cycling rates not only improving health outcomes for cyclists, but also taking cars off our congested roads.

We will achieve this by delivering strategic projects that target missing links, requiring project proponents to use best practice as part of the design parameters.

Labor's new cycling strategy will also target the growing tourism sector of cycling tourism, also known as trail tourism, which offers great opportunities for regional communities.

Cycling tourists spend \$300 million a year in New Zealand, with more than a third of the visitors coming from overseas.

Australia can be a bigger part of this growing tourism sector which will also help regional communities link up local tourism attractions via bikeways.

Labor will also look to develop in Government a national guide for cities that provides detailed best practice designs and resources for practitioners on the effective design of bicycle infrastructure.

This will build on commitments already made by Labor, namely that infrastructure project proposals show consideration of integration of active transport - for instance that new road and rail corridors seek to integrate separated walking and cycling opportunities.

A range of your additional points relate to work that a Shorten Labor Government would work with the states and territories on. In the past, Labor has acted to bring together states and territories to address key issues such as road safety, harmonising road rules and active transport programs.

Improving measurement of road trauma (to complement existing death statistics) will allow a more forensic focus on the reasons for death and injury to all road users. In that process, issues and conduct which cause death and injury to cyclists will be able to be better identified and addressed.

Labor intends to bring a renewed focus to reducing the national road toll, building on the actions taken by the Former Labor Government. Labor invested more in public transport than all previous federal governments combined, and more than doubled the federal roads budget, with extra money to fix dangerous black spots on local roads and built additional rest stops for truck drivers. These initiatives benefit cyclists.

Thanks for taking the time to raise your points.

Yours sincerely

Australian Labor

Australian Labor Campaign Headquarters
www.alp.org.au

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