

**BICYCLE
NETWORK®**

Building for health through bike riding

**Bicycle Network
Victorian State Budget Submission
2018-19**

February 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 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](#) and [Ride2Work](#)
- Providing services that support bike riders through membership
- Running mass participation bike riding events such as [Around the Bay](#)
- Being a key spokesperson on issues related to cycling and physical activity

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

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1. Executive summary: Building health into our daily lives

As the Andrews' Government moves into its fourth year, it's unfortunately been business as usual for people who ride bikes. Rather than proactive leadership, all active transport developments and projects have been the result of pre-existing commitments or road/public transport projects.

Given the emerging and entrenched health and congestion challenges facing everyday Victorians – it's simply not enough.

Our sedentary lifestyle is killing us. Victorians and our young people, aren't getting enough physical activity to maintain their health. At the same, our population is booming while traffic chokes our neighbourhoods, pollutes our air and stifles our economy.

Bicycle Network believes that the solution to a happier and healthier Victoria is clear—we must get more people moving around by bike.

Victorians need an approach to urban planning and transport that saves, improves and lengthens lives. By investing in bike riding, we can build health and physical activity into people's daily lives through transport and recreation.

Currently, 967,000 Victorians ride a bike each week [1]. We know that more people want to, but don't because of both real and perceived barriers. If we're going to make it easier for more people to ride, it's going to take a progressive approach that coordinates health and transport policy.

As a modern and liveable state, Victoria's transport system is our most efficient and cost-effective preventative health mechanism.

The public health and connectivity benefits of bike riding and active travel must be given a more prominent role in modern traffic safety and socio-economic models for infrastructure initiatives.

Beyond political rhetoric, we need a transformational and proactive investment alongside a fast-tracked cycling strategy that's properly planned, funded, and scheduled for immediate action.

Bicycle Network is calling on the Andrews' Government to future-proof the liveability, health and happiness of the state by:

1. Establishing a \$126 million annual bike infrastructure fund
2. Removing TAC anomaly that excludes bike riders from certain claims
3. Getting girls active again through the expansion of Ride2School's MIND. BODY. PEDAL
4. Committing to the early delivery of priority cycling projects for a gap-free network
5. Expanding bike parking options at all commuter hubs

*"The truth about a city's aspirations isn't found in its vision, it's found in its budget."
– Brent Toderian, World-renowned urbanist and city planner*





2. Establish a dedicated fund to get more people riding

Cycling infrastructure across the state is underfunded. Without a dedicated, ongoing bike infrastructure fund the Victorian Government cannot take a strategic approach the expansion of bicycle networks. Ad-hoc enhancements are not delivering the required connectivity.

Once put into action, the TAC-funded Safe Cycling and Pedestrian Fund of \$100 million will provide a much-needed injection. However, it's a one-off and won't be enough to provide our most vulnerable road users with the infrastructure they need.

People who ride bikes need the government to:

- Deliver the Strategic Cycling Corridor Network – comprising of off-road, protected bike paths and routes on traffic calmed streets
- Address important missing links in the current bicycle network
- 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, community centres

To deliver a bicycle network that matches the demands and abilities of Victorians who are riding or want to, we're asking the government to invest **\$20 per person, per year, or \$126 million** into bikes annually.

| Financial year | 2018-19 \$m | 2019-20 \$m | 2020-2021 \$m | 2021-2022 \$m | TOTAL \$m |
|----------------|----------------|----------------|------------------|------------------|--------------|
| Budget impact | 126 | 126 | 126 | 126 | 504 |

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 to save lives, reverse pollution and reduce carbon emissions [2]. London has also committed to invest \$23 per person on active transport [3].

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 its departments.

A dedicated fund would also ensure that bike projects don't go missing 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 greatly reduce the demand on our roads and risk for vulnerable road users.



2.1 Priority bicycle projects and actions for 2018-19

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. Ensure the delivery of the north-east bicycle corridor from Kew to the City. The north-east vector has no direct bike connection to jobs in inner Melbourne and is a glaring gap in the network.
6. Fast-track the delivery of the Strategic Cycling Corridor Network – comprising off-road, protected bike paths and routes on traffic calmed streets.
7. 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.
8. Commit to further grow the number of rail trails, and to systematically improve their quality. Regional Victoria can benefit tremendously from bicycle tourism, and high value opportunities are still to be exploited across the state.
9. Ensure the early completion of the Hopetoun Bridge (Dybon Road over the Maribyrnong) bike facility. This is required to ensure a connection from the west to the new Dybon road facilities at West Melbourne being provided by the Qwest Gate Tunnel project.
10. Complete the Bay Trail to Frankston as part of the level Crossings upgrades project.

3. Remove anomaly in TAC coverage of bike riders

If a person riding a bike is involved in a collision with a vehicle they should be covered by TAC. However, in certain cases, people who ride are not.

If you're riding to work or hit by a moving car you may be covered. But if you're riding to the shops or on the weekend, you are not automatically covered.

Sadly, too many bike riders are left to fall through the cracks. One such bike rider is Rory Wilson, who has tragically been left a paraplegic after a bike crash but received no coverage, simply because he wasn't going to work that morning.

It's illogical and unfair — that's why Bicycle Network is calling on the State Government to close the TAC loophole and extend coverage to include any person injured while riding a bike on Victorian roads and paths.

Most people who ride bikes also own a car and do pay a TAC premium. They shouldn't be penalised because they chose to leave their car at home.





4. Get kids and young people moving

The health statistics facing our young people and children are particularly damning. 80 per cent of children don't get the hour of exercise crucial for good health every day [4]. And only two out of ten ride or walk to school [4].

With ongoing funding from the Victorian Government, Bicycle Network's Ride2School program is helping 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.

The program is establishing itself as a world leader with schools who actively participate in our program reporting active travel rates of 50 per cent, double the national active travel average of 25 per cent.

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

4.1 Expand Ride2School's award-winning MIND. BODY. PEDAL program

MIND. BODY. PEDAL is Ride2School's first initiative targeted specifically at secondary school girls. In the initiative's second year, it was recognised with a VicHealth Award for the category of 'Encouraging Physical Activity'.

Consistent with the State Government's recent *Change our Game* initiative, MIND. BODY. PEDAL was developed out of the recognition that teenage girls are active for less than 30 minutes a day—less than half of the daily exercise recommended for teenagers.

In a fun, supportive and inclusive environment, alongside partners *The Body Shop* and *Headspace*, MIND. BODY. PEDAL encourages girls, aged 13-17, to overcome barriers to exercise while addressing the issues of self-esteem and confidence that hold many back from riding a bike.

Participating schools reported the following results after completing MIND. BODY. PEDAL:

- twice as many girls riding to school increasing from 7 per cent to 14 per cent
- walking to school rates increased from 28 per cent to 38 per cent
- students who reported no active travel decreased by 19 per cent
- 12 per cent decrease in number of students travelling by car
- 84 per cent of respondents reports that they now actively travel outside of school three or more times a week, 22 per cent of those doing so everyday

Since the program's inception, MIND. BODY. PEDAL has been successfully run in 12 schools, reaching more than 1000 students.

With growing demand for the program in both metropolitan and regional areas, Bicycle Network is asking the government to invest specifically in MIND. BODY. PEDAL in addition to its current funding schedule for Ride2School so that we can expand its reach and ultimately, its success.

| Financial year | 2018-19 \$m |
|--|----------------|
| Budget impact Option 1 – expand Ride2School program to include funding for MIND. BODY. PEDAL | 0.991 |
| Budget impact Option 2 – maintain existing funding program for Ride2School | 0.766 |
| Budget variance | 0.225 |

“I think the program definitely encouraged me to ride my bike more outside of school, before MIND.BODY.PEDAL I had forgotten how much fun it was”. Isabella, Year 9, Elwood College

“MBP addresses the issues related to students not riding bikes or exercising and how they can improve their knowledge and skills to be confident in being active and doing what they want to do. It looks at the social, emotional and physical side of a student’s wellbeing”. Christine, HPE Teacher, Matthew Flinders College.

“MIND.BODY.PEDAL reunited me with my love of bike riding and this led me to ride my bike more often (even in the rain)”. Year 10, Hampton Park Secondary College



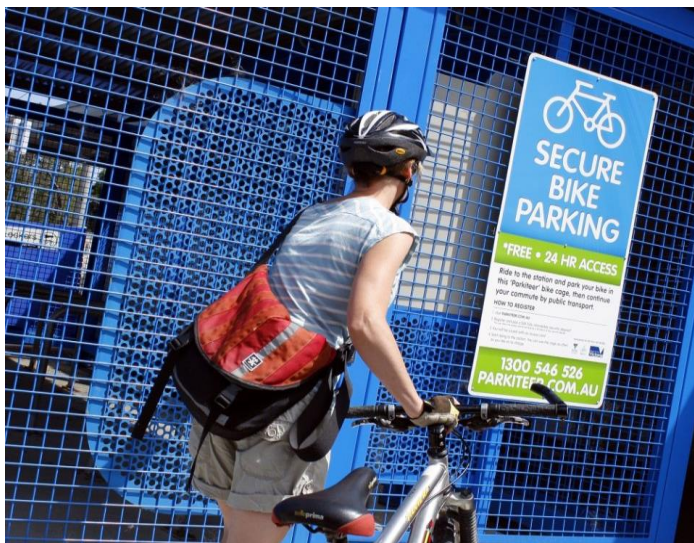
5. Improving connectivity at transport and commuter hubs

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 (5 metro, 5 regional locations) per year at the cost of \$100,000 per cage, at stations that aren't part of an existing construction project.
 - 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 four-year strategic development plan for Parkiteer that identifies the pathway for expansion for both cages and users as well as better integration 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] Australian Bicycle Council, "Australian Cycling Participation 2017," AusRoads, 2017.
- [2] United Nations Environment Program, "Global Outlook on Walking and Cycling - Policies and realities from around the world," United Nations, 2016.
- [3] 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].
- [4] Australian Bureau of Statistics (ABS), "Australian Health Survey: Physical Activity 2011-12," Australian Bureau of Statistics, Canberra, 2013.