

ELENA PEREYRA - FOOTSCRAY - BICYCLE NETWORK

What is your view regarding the current active transport infrastructure in your electorate?

In Footscray there is insufficient safe, separated bike infrastructure. Active transport is my preferred mode of urban mobility. As a cyclist I am acutely aware of the gaps in the network, and issues of safety for vulnerable road users, and the inevitability of conflict where incompatible road users are forced to occupy the same space. There are numerous pedestrian crossings that are unsafe, and many more locations where they need to be installed.

We have many dangerous streets, high-volume roads, and truck routes in the Footscray electorate. Many streetscapes and neighbourhoods are not conducive to walking and cycling, and people are being forced into private vehicle use, even when it is not their first preference.

A quick glance at a cycling map shows the density of cycling lanes in the inner west is significantly lower in comparison to other suburbs an equivalent distance from the city. Even where lanes do exist they are not safe, separated and suitable. Chronic historical underfunding for active transport and an integrated infrastructure approach, that helps get people to public transport and key local amenities, is leaving the west at the mercy of fuel and time poverty.

Recent research¹ by Lauren Pearson shows there is incredibly high demand for cycling in the inner west. Increasing numbers of people are walking or riding around our local community and many more want to do so if they feel safe. Safe, separated, suitable bike infrastructure will help make riding a bike safe for everyone.

What actions will you take to improve active transport in your electorate?

I will work collaboratively with local cycling, active transport, and other community groups who work in intersecting advocacy spaces. The Victorian Greens have committed \$2.5 billion dollars over the next four years to implement a 'Big Bike Build'. Bernadette Thomas, Upper House candidate for Western Metro, and I will be advocating for significant investment in Footscray, as the strategic node, and across the western metro region.

¹https://www.researchgate.net/publication/356419588_The_potential_for_bike_riding_across_entire_cities_Quantifying_spatial_variation_in_interest_in_bike_riding

I have been a member of BikeWest for many years and value the holistic approach they take in advocating for vibrant social and economically vital communities. When all ages and abilities can walk and ride then you have a recipe for success.

My priorities are to ensure everyone in the community understands and values active transportation. Even if your work, family, or other commitments precludes your participation, it is important we work together to achieve an urban mobility solution that allows all our citizens safe and effective means of travel in Footscray and beyond.

Active transport spending at the state level is less than 2 per cent. In your view, what is a 'fair spend' for active transport?

The Victorian Greens have committed \$2.5 billion dollars over the next four years to implement a 'Big Bike Build' with hundreds of kilometres of safe and separated bike superhighways and more safe pedestrian crossings, upgraded footpaths and walkable neighbourhoods across the state.

With transport as Victoria's biggest growing source of emissions, governments must do more to support people to make the switch to climate-friendly transport like bike riding and walking.

The Greens' plan would move Victoria towards the goal of active transport funding being 10 - 20 per cent of transport capital funding as recommended by the United Nations.

As part of the power sharing government in Ireland, the Greens have increased active transport funding to 20 per cent, while in Scotland they have increased it to 10 per cent and here in Victoria we should be aiming for the same.

Find out more:

<https://greens.org.au/vic/platform/transport>

<https://greens.org.au/vic/platform/transport#safer-bike-lanes>

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