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Tim Reed

Candidate for Brunswick

Victorian Greens



RESPONSE:

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

More people ride to work from Brunswick than any other place in Australia, but it's fair to say that currently the bike infrastructure does not reflect this. It is generally poor.

In the last four years Brunswick finally has its first protected on-road bike lane, on Dawson Steet, and local government is doing its bit with the resources it has. But creating end-to-end commuter bike highways, as endorsed by the BN, RACV and even the Government's own long-forgotten bicycle strategy, are still missing in action.

Data shows serious road crashes causing injury are trending down over the last decade for all modalities, except for bike users, where it is increasing. Bike crashes causing injury are almost always the result of contact with motor vehicles, and serious crashes continue to occur in Brunswick, including tragic fatalities. We must do more to protect vulnerable road users.

The people of Brunswick overwhelmingly ride, or want to ride, bikes for travel. The failure to build infrastructure that separates bikes from motor vehicles endangers existing bike commuters, and presents an ongoing barrier to many aspirational cyclists (disproportionately women and children) who would like to be able to ride if it were safer to do so.

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

Firstly, we need to challenge the status quo and provide a genuine commitment to, and vision for, active transport. I have been the most vocal advocate for active transport in the Victorian Parliament, and I look forward to continuing this work

I am also proud to be part of a party that has that an unambiguous agenda to improve active transport as a transport priority.

As part of our plan, the Greens have pledged \$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 – including my vision for protected commuter bike lanes running down Sydney Road.

In the last four years, Sydney Road renewal has moved further towards fruition than in the entire 30 years prior. We have had a VicRoads consultation process (overwhelmingly supporting protected bike lanes), a safety audit (overwhelmingly finding that bike lanes are the safest option), a Council motion supporting a bike lane trial, and I also created my grassroots group "Brunswick for Bikes" to provide a forum for local cyclists to advocate on this and other bike safety issues. As the local member, I look forward to building on this momentum.

I also plan to further progress with Council the nascent campaign for Glenlyon Road protected bike lanes, to link to the new Dawson Street infrastructure and provide a safe east-west route. And I haven't forgotten about pedestrians - from a [new pedestrian crossing on Moreland Road](#), [safer Nicholson street](#), [school safety upgrades](#) and working with the grassroots safer walking groups [Walk On Merri-bek](#) and [Pedestrian Safety for Nicholson St](#), I think we have achieved an incredible amount already. Improving pedestrian traffic signalling will be a key focus for me moving forward, as will be advocating for lower standard speed limits.



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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 United Nations recommends 20 per cent, and all forward-looking governments should be working towards this level, regardless of political colours.

But even by Australian standards, Victoria is a laggard. The NSW government has committed almost a billion dollars to active transport projects, and WA \$350m. In contrast, the Victorian Government has announced \$55 million.

Creating a Minister for Active Transport in Victoria, as NSW has, would be a great first step to fight for a larger slice of road budgets, champion bespoke active transport projects (rather than ones tacked as an afterthought of projects designed for cars), and ultimately change the motor-vehicle-focussed narrative of our government.