

4 November 2022

Harry Sinclair, Candidate for Mornington

Australian Greens

RESPONSE:

“Thank you so much for reaching out and thank you to the Bicycle Network for the work they do on cycling and active transport more broadly. It’s an area of policy that is all too often neglected.

The neglect for cyclists and active transportation is unfortunately particularly noticeable here in the district of Mornington. Consistently, the priority has been car infrastructure, ensuring people have to use cars to travel anywhere. While public transport has been an afterthought, active transport has barely been mentioned. What little active transport infrastructure does exist is woefully inadequate. Bike lanes are exclusively painted on, rather than physically separated from the road, which has led to a number of accidents on the roads. Damage that exists on roads such as potholes has disproportionately impacted cyclists, and they are often unable to use the bike lanes that do exist. The local council has worked on some projects for cycling and walking, most notably their Peninsula Trail. While this is in many ways a step in the right direction, it is largely focussed on being for tourists, and does not solve the issue of cycling and walking as an alternative to commuting and getting around by car.

The Greens will support \$2.5 billion for the Big Bike Build which will go towards fixing some of the aforementioned issues in the electorate. This will include more and better bike lanes and paths, fixing the issues such as potholes on many bike lanes, better designed intersections to support bike safety and better signage to help cyclists when interacting with motorists, and encourage safer roads for bikes to use. Additionally, on a local level, the Mornington Peninsula Greens supports the local council pedestrianizing more areas of Mornington, such as Main Street Mornington. This will help street traders and create a more liveable community without cars in areas where they are not needed.

The Greens support the UN recommendation for 10% of all transport funding to go towards active transport. However, this is an absolute minimum and should, over time, grow to closer to 20%.”