



SAFER CYCLING

THE GREENS' PLAN TO PROVIDE BETTER INFRASTRUCTURE AND SAFER CONDITIONS FOR CYCLISTS

Safe cycling is a critical to a liveable city. More people riding reduces congestion, cuts pollution and improve people's health. The Greens will make cycling safe for all.

Cycling is booming in the inner city, but it has stagnated further across the city with only 1.4% of people in Greater Melbourne cycling to work in 2016. ⁱ

The main barrier to cycling is safety with 60% of all people interested in cycling being discouraged by safety issues. ⁱⁱ

The latest transport budget allocated less than 1% of the road's budget to cycling, which represents less than \$4 per Victorian per yearⁱⁱⁱ, whilst cities like London and Copenhagen, which have committed \$31 (£17) ^{iv} and \$36 per person respectively. ^{v vi}

Past grand promises of rolling out cycling infrastructure have not been delivered. ^{vii} **Learning from these lessons, the Greens will make cycling safe by:**

- Building a Metropolitan Bike Network.
- Make 1m minimum passing distance law.
- Expand the Melbourne Bike Share scheme.
- Invest in Regional Bike Tourism.
- Fund a TAC cycling safety awareness campaign and restore bike classes in schools.

BUILD A METROPOLITAN BIKE NETWORK

The Principal Bike Network has been languishing without a reliable plan for implementation, fractured across agencies, for over 15 years.

The Greens will build a Metropolitan Bike Network, as a single project over 4 years across Melbourne. The network will include Strategic Cycling Routes which connect major destinations, on-road separation where possible, upgraded bike lanes and enhanced off road paths.

We work closely will local Councils, communities, and cyclists to determine the best routes.

METROPOLITAN BIKE ROUTE #1

The centrepiece of the Metropolitan Bike Network will be Metropolitan Bike Route #1, a 17km continuous separated bike lane from St Kilda Road, Elsternwick through the CBD and Royal Parade to Sydney Road, Coburg.

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EXPAND MELBOURNE BIKE SHARE

Public Bike share schemes have been a success around the world but Melbourne's limited scheme has experienced low ridership and limited growth.

The Greens will expand Melbourne Bike Share to the inner suburbs, to give residents, workers, and tourists a public bike share scheme they can use. Municipalities with new bike share stations will include:

Port Phillip	Stonnington
Yarra	Maribyrnong
Moreland	Darebin
Moonee Ponds	Hobsons Bay

METRE MATTERS

Victoria is the only State lagging behind the efforts to pass the *Metre Matters* legislation. Five States and Territories have already passed this bill, while two are implementing trials.^{viii}

In 2017 the Victorian Greens introduced *Metre Matters* legislation but it was blocked by the Labor government.^{ix} The Victorian Greens will continue to push for this to become law. Under this proposed bill, motor vehicles overtaking a bicycle rider would be required to leave:

- A minimum 1-metre buffer on roads with a speed limit up to 60 km/h.
- A minimum 1.5-metre buffer on roads with a faster speed limit.

REGIONAL BIKE TRAIL TOURISM

The Greens recognise tourism and recreational opportunities in cycling through scenic parts of the state, delivering experiences and income to regional areas. Cycle Tourism along trails, tracks and through parks throughout Victoria will be encouraged with

- Investment in road and mountainbike cycle trail infrastructure.
- Investigating the returning to service of a dedicated rail carriage to hold bikes available for hire by cycling tours.^x
- Ensuring sufficient cycle storage is maintained in train & bus services.
- Investigating a booking system for bike travel (with passengers) on rail/road services.



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REGULATION FOR PRIVATE BIKE SHARE

Past private bike share schemes have resulted in cluttered footpaths and abandoned bikes.

The Greens will put in place a regulatory framework to manage private bike share schemes.

CYCLING SAFETY

Previous governments have cancelled bike education in schools, reducing road awareness. To teach children road safety skills, the Greens will re-introduce practical bike safety education in primary schools.

Women are under-represented with cycling. The Greens will work to develop & implement strategies to deliver safe cycling opportunities for women.

The Greens will also initiate

- An extensive TAC cycling safety campaign to make drivers and cyclists aware of their rules, rights and responsibilities on sharing the road.
- A Parliamentary Inquiry of existing cycling laws focusing on the safety, accessibility and barriers to cycling.

COST

The Greens policy platform will be fully costed and funded. We will commit the following funds to our cycling plan:

- Melbourne Bike Network - \$250m
- Melbourne Bike Share - \$30m
- Regional Tourism - \$10m

- i Profile Id 2016, Method of travel to work: Greater Melbourne.
- ii Victorian Government 2017, Victorian Cycling Strategy 2018-28.
- iii Considering 6.3 million Victorians in 2017, according to ABS data.
- iv <https://www.theguardian.com/environment/bike-blog/2016/dec/05/sadiq-khan-to-spend-770m-on-london-cycling-initiatives>
- v Bicycle Network 2018, Building for health through bike riding: Bicycle Network Victorian State Budget Submission 2018-2019.
- vi The Conversation 2018, Cycling and walking are short-changed when it comes to transport funding in Australia.
- vii Victorian Auditor General (Aug 2011) Developing Cycling and a Safe and Appealing Mode of Transport – showed systemic failures to implement announced Cycling strategies, resulting in unsatisfactory outcomes.
- viii Legislation already passed by Queensland, South Australia, New South Wales, ACT, Tasmania. Trials in Western Australia and Northern Territory.
- ix Bill blocked by Labor on 10/05/2017 – refer here
- x The two goods vans to carry luggage, including cycles, have been retired. Source: <https://www.vline.com.au/Fares-general-info/Bikes-Luggage-Animals> Date Captured - 21 October 2018