



THE GREENS' PLAN FOR CYCLING AND WALKING

Active transport for health and the environment.

Clean. Connected. Healthy.

The Greens will establish an Active Transport Fund worth \$250 million annually for cycling and walking infrastructure.

Investing in cycling and walking is a smart, cost-effective way to reduce traffic congestion and pollution. We can improve everyone's health and wellbeing by making it safer and easier to ride and walk.

Our cities are congested with traffic and fossil fuel pollution is pumped out by cars filling our roads, turbo-charging global warming.

For such a large problem, there is a smart, cost-effective solution right under our noses.

Investment in bikes and walking infrastructure will give Australians the opportunity to choose riding or walking as a safe, easy option and leave their car at home. This is particularly so for the half of all trips in Australian cities, which are under 5 kilometres.

This will reduce pollution, unclog our roads, and encourage physical activity that makes us all healthier and happier.

> A FEDERAL FUND FOR ACTIVE TRANSPORT

The Greens will establish an Active Transport Fund worth \$250 million annually, to invest in cycling & walking in Australia. The Greens believe active transport infrastructure should be funded by all three levels of government, to ensure that local, state and federal governments are working towards a common and integrated vision. The federal government plays a role in funding roads, rail and other infrastructure – the Greens want clean, healthy transport infrastructure included in the federal transport plan.

We cannot leave this to state and local governments alone. This leads to many areas simply missing out because of lack of funds, inefficiencies, and projects ending at council borders.

Investment in bike paths and lanes is extremely cost effective compared with building roads. A high quality separated bike path with bridges as required can be built for around \$1 million per kilometre, compared with \$1 billion per kilometre, a thousand times as much, for a tollway tunnel.

It was estimated in 2010 that the development of the Inner Sydney Regional Bicycle Network at a cost of \$176 million would generate net economic benefits of \$507 million at a benefit cost ratio of 3.88.¹

The Active Transport Fund would enable a pipeline of important walking and cycling projects to be built across the country with major health, transport and other economic benefits. It equates to approximately \$10 per person per year, and is less than 1% of the \$26.3 billion that was spent nationally on roads in 2013-14.²

> BUILD ACTIVE TRAVEL OPTIONS INTO NEW TRANSPORT PROJECTS

The Greens want to make sure our bike and pedestrian networks are expanded across Australia, and we want to ensure they have smart integration with other modes, like catching public transport.

We support the development of specific criteria to be applied to federal transport infrastructure funding, to ensure that all projects receiving funding include active transport infrastructure.

> IT'S TIME TO FIX OUR BIKE BLACKSPOTS

The Greens long-running Bike Blackspot campaign³ has gathered hundreds of reports from bike riders across Australia, who have identified danger zones and infrastructure gaps in their neighbourhoods via our smartphone app.

¹ AECOM *Inner Sydney Regional Bicycle Network Demand Assessment and Economic Appraisal* 2010

² Department of Infrastructure and Regional Development, Bureau of Infrastructure, Transport and Regional Economics (BITRE) *Key Australian Infrastructure statistics 2015*

³ www.bikeblackspot.org

It's vital that we reduce the road trauma experienced by cyclists on our roads. In 2015, 32 cyclists were killed in serious accidents on Australia's roads.⁴

The Greens' federal funding commitment will enable infrastructure investment to fix and maintain roads and bikeways, to help reduce road trauma risk for vulnerable road users such as cyclists. This would include bike-rider friendly intersection design, separation of bicycles and motor vehicles, and improved road surfaces & markings.

Our commitment will also boost infrastructure in the form of facilities provided to support and encourage cycling. We want to remove barriers to cycling such as inadequate bike parking, poor lighting of bikeways at night.

> ACTIVE TRANSPORT TO MAKE AUSTRALIANS HEALTHIER

Investment in active transport will have other benefits than busting congestion and reducing pollution.

It will make us healthier, both physically and mentally.

We are all well aware of the obesity crisis facing this country. Almost two-thirds of Australian adults and a quarter of children are overweight or obese.

Getting on our bike for half an hour just three times a week reverses these risks, and has demonstrable mental health benefits.

Half of the car trips in our capital cities are less than five kilometres, which is easily doable on a bike. All we need is the right infrastructure and investment to make these journeys quick, safe and easy – making us all healthier.

In the UK, analysis of investments in walking and cycling infrastructure showed that almost 80% of the substantial economic benefits related to improved health outcomes.⁵

> A NATIONAL CYCLING STRATEGY

The Greens support the development of a new national cycling strategy to set targets and benchmarks for cycling improvements and increased participation nation-wide. The strategy will include data collection, monitoring and evaluation to ensure the plan's targets are being met.

⁴ Department of Infrastructure and Regional Development, Bureau of Infrastructure, Transport and Regional Economics (BITRE) *Road Deaths Australia Monthly Bulletin*, December 2015

⁵ Sustrans (UK) *Fit for Life - Independent research into the public health benefits of new walking and cycling routes* 2016

> NATIONAL COORDINATION AND ADVISORY ON ACTIVE TRANSPORT

The Greens want to see an effective national coordination and advisory body for active transport that links together local, state and federal spheres of government, and ensures policymakers have the best quality information and evidence available to inform decision making.

This body would work with the Transport and Infrastructure Council, and maximise outcomes for active transport and mode integration across Australia.

> BOOSTING BIKE TOURISM

The Greens want to boost cycling tourism in Australia. Across the country, we have a great opportunity to showcase our landscape and regional attractions through bike tourism, and get more people involved in healthy tourism experiences.

Bike tourism offers so much for regional and rural communities as a local economic activity, and can link in with other tourism attractions such as food and wine trails.

Participation in cycle tourism is growing domestically and internationally⁶, and there are a range of regional areas nationwide which are poised to take advantage of this opportunity.

Our Active Transport Fund would allow funding to flow to regional shires and local government areas to build bike trails and facilities, creating significant economic and social benefits from associated tourism businesses.

> SMART USE OF BORROWING TO FUND INFRASTRUCTURE

The finance for our Active Transport Fund comes from the Greens' Australian Infrastructure Bank⁷ facility, which will provide a long-term revenue plan and decouple long range infrastructure financing from the annual budget cycle.

Through this facility, the Greens would increase federal funding for productive and transformative infrastructure nationwide, including our Active Transport Fund, by up to \$75 billion and establish the Australian Infrastructure Bank to manage the financing of this investment.

⁶ Tourism Victoria, *Victoria's Cycle Tourism Action Plan 2011–2015*

⁷ www.greens.org.au/infrastructure-bank