



## PEDAL POWER ACT Inc

GPO Box 581, Canberra City, ACT 2601

Tel: 02 6248 7995, Fax: 02 6248 7774

[office@pedalpower.org.au](mailto:office@pedalpower.org.au)

[www.pedalpower.org.au](http://www.pedalpower.org.au)

*More Canberrans cycling, more often, for a better community*

---

Katy Gallagher MLA

ACT Treasurer

### **Re: Budget Submission for ACT Government 2011-2012 Budget**

Dear Ms Gallagher

Through this submission, Pedal Power wish to highlight what we consider key budget priorities for the 2011-12 Budget which will further the ACT Government's commitment to providing Canberrans with sustainable transport options. These priorities are listed below.

1. Continue to improve and expand Canberra's bicycle infrastructure. Canberra still has a long way to go before we can reap all the benefits of being a cycle friendly city - including spending less on road works and health as a direct result of less motor vehicle use and a fitter population.
2. Given the Territory's recent adoption of an ambitious greenhouse emissions target, the Government should renew its commitment to promoting and supporting cycling as a genuine active transport alternative, and should renew its commitment to Active Transport through the 2011-12 budget and beyond.
3. Facilities to encourage Active Transport, built around ensuring Canberrans have a first class cycling infrastructure should be a high priority for TAMS in 2011-12 and beyond.
4. ACTPLA should have clear objectives to ensure Active Transport options, such as cycling infrastructure, are prioritised in the development of Canberra.
5. ACTION should ensure that all new buses are fitted with bike racks in line with your Government's policy with the long term aim being bike racks on all buses.
6. The Government should commit funds to commencing works on the Civic Cycle Loop in 2011-12 to ensure the maximum sustainable transport benefits are delivered through this valuable infrastructure investment with physically separate cycle lanes wherever possible.
7. The Government should commit funding to ensure timely progress on other priority infrastructure projects identified in the Cardno report.
8. The Government should commit to a continuation of the past two budgets' targets of delivering an additional 50 km of on road cycle lanes per annum.
9. The government must ensure that there are sufficient funds to adequately maintain all bike facilities – on and off road.

*Pedal Power ACT Inc is supported by the ACT Government under the ACT Health Promotion Grants Program and by ACT Sport and Recreation Services*



10. The government should commit to developing a cycle tourism strategy that places Canberra as the Cycling Capital of Australia – and that leads to increased tourism and investment in the Canberra Region.
11. The Government should commit funding for the Canberra Centenary Trail to cover capital costs and the promotion, maintenance and operation over the first 3 years.

### **Supporting Information**

It is well known that improving cycling facilities for a city delivers innumerable benefits to its citizens and businesses: reduced congestion, localised pollution and greenhouse emissions; increased productivity through healthier, active employees; and, when a city provides for convenient, car-free living, even disposable incomes can increase due to a reduced transport spend. Further, when subject to holistic cost benefit analysis there is no doubt that many cycling infrastructure projects can deliver significant cost benefits over both the short and longer term – please refer to *Cost benefit of investing in cycling infrastructure*. As such, Pedal Power would propose that particularly in this fiscally challenging year, that the Government recognise the significant and diverse benefits that will be provided by allocations that continue to improve and expand Canberra's bicycle infrastructure.

The ACT Government has over the past years made some significant improvements to the cycling infrastructure around our city. Notably, virtually all the Government's cycling priority projects for 2006 have been achieved, to the benefit of both residents and people visiting Canberra. However Canberra cycling infrastructure still has a long way to go before we can reap all the benefits of being a cycle friendly city.

At least 40% of car trips in Canberra are estimated to be less than 5 kilometres long (a distance that can easily be cycled) and 78% of Canberra's population lives within 5 kilometres of a town centre. *The Sustainable Transport Plan for the ACT* set the goal of increasing cycling to work trips from 2.3% of trips in 2001 to 5.0% in 2011 – an increase of almost 120%. This was a commendable target, however by 2006 cycling to work had only increased from 2.3% to 2.7%. The percent share of cycling in 2011 will not be known until the 2011 census is completed, however, while Pedal Power's data suggests a significant increase in cycle trips over the past five years (of 66%), ACT may still fall short of the Sustainable Transport Plan's target. Given amongst other things, our Territory's recent adoption of an ambitious greenhouse emissions target, a renewed commitment to promoting and supporting cycling as a genuine transport alternative is needed. Projects such as secure bicycle storage facilities at outlying bus hubs, government supported end-of-trip facility in Civic, and a bike loan scheme in the city should be investigated to assist in removing barriers to active transport options. **Pedal Power calls on the Government to renew its commitment to Active Transport through the 2011-12 budget.**

Pedal Power welcomes the recent announcement that the Civic Cycle Loop has topped the ACT Government's priority list for cycling and pedestrian infrastructure to be examined by a new working group for walking and cycling infrastructure. Pedal Power urges the Government to commit funds to commencing works on the Civic Cycle Loop in 2011-12. To ensure the maximum sustainable transport benefits are delivered through this valuable infrastructure investment, the Civic Cycle Loop needs to accommodate physically separated cycle lanes wherever possible. Physically separated cycle lanes will be an iconic demonstration of the Government's commitment to providing Canberrans with sustainable transport options, and will ensure that more people feel confident riding their bicycles for shopping and commuting into the heart of Civic. Separate cycle lanes will also mean that the many visitors to Canberra and weekend cyclists enjoying our scenic lake ride will also be enticed into to city centre's cafes and businesses through the provision of safe and easy-to-navigate connections. Pedal Power's Civic Cycle Loop proposal is attached to this submission.

While timely progression of key priority cycling infrastructure projects is highly desirable, Pedal Power would urge the Government to (at a minimum) recommit to its current cycle infrastructure promise of delivering an additional 50km of on road cycle lanes per annum. The value of connecting our town centres with cycle-friendly commuter routes cannot be undersold, and we look forward to seeing this target continue and perhaps expanded in the 2011-12 Budget.

Notably, in TAMS 2010-11 budget papers, there was no specific reference to prioritising Active Transport. With the announcement by the Government of the “Cardno report”, Pedal Power would expect that Active Transport, built around ensuring Canberrans have a first class cycling infrastructure, is very much a priority for TAMS in 2011-12.

Ride to Work programs, Ride to School programs and providing incentives to ensure private businesses, building developers and government departments have improved end-of-trip facilities are all examples of current programs that enhance and encourage active transport within the community. This should be reflected in the Budget Papers.

Cycling caters for a wide range of participants – from the short commute to the local shops, the ride to work, the recreational ride around the lake through to the competition offered by clubs at Stromlo Forrest Park. The ACT needs to develop a strategy to attract each of the cohorts of cycling to Canberra and region, through tourism-based events and initiatives, in a bid to improve the tourism spend for businesses within the region. The opportunity to cater to the cycle-tourism market is now and the 2011-12 budget presents an excellent opportunity to invest in a growing and emerging market to enhance the reputation that Canberra already enjoys.

The development of the Canberra Centenary Trail is one such initiative and will provide a facility for people who enjoy walking and low intensity bicycle riding. In the absence of any similar linked and readily identifiable facility for this sector (and given the high rate of bicycle ownership in the ACT) there is strong justification for the establishment of the trail. If it is badged and marketed as proposed we consider it has significant potential to attract more as well as longer-staying visitors to the ACT. It seems remarkable value for the community to gain a 122 km facility for an investment that requires only 7 km of new track work and 12 km of upgrading.

Pedal Power is concerned that a number of replacement bus purchases made in the 2010-11 financial year are apparently unable to have bike racks installed. This appears to be a failure by Action to comply with the Government’s clear direction in the last budget to ensure that all future bus purchases are able to have bike racks installed, in order to support the Government’s pledge to have racks on all buses by 2012, and more broadly, the Government commitment to sustainable transport. Pedal Power urges the Government to recommit to this direction in the 2011/12 budget, and ensure that all efforts are made by Action to ensure the reliability of this important dual transport mode and the capacity to extend this service to all key commuter routes over the coming years.

Lastly, Pedal Power would like to see clear objectives for ACTPLA to ensure Active Transport options, including a range of cycling infrastructure projects, are prioritised in the development of Canberra. Pedal Power has actively worked to get the various arms of Government to more effectively work together to deliver the sustainable transport objectives of Government. Pedal Power considers that the lack of clear objectives applying to all relevant Departments (particularly ACTPLA and TAMS) which directly link to Government appropriations about cycling and Active Transport contributes to this poor coordination of effort. Effective collaboration between departments and integration of the Government’s policy on sustainable throughout our planning processes is critical to ensuring cost effective opportunities to improve our cycling infrastructure are realised.

Pedal Power looks forward to working with the ACT Government and offers the opportunity to discuss any of these options to see more Canberrans cycle more often through initiatives of the 2011-12 Budget.

Yours sincerely

John Armstrong  
Executive Officer  
Pedal Power ACT