

Professor Newman,

I could not easily find anywhere on the website that made it easy to send feedback on the Sustainability Strategy so I used this avenue from your website.

I sit on the board of the Bicycle Transportation Alliance, WA's premier bicycle advocacy group. We have 13 affiliated cycle groups as well as many local Bicycle User Groups (BUGs).

There are far too many words being written about sustainability with much less action to implement real actions. Many of the things proposed by Government are not sustainable but simply a political appeasement of those who are concerned and amount to nothing more than a mass marketing exercise for others. The BTA is acutely aware of the fundamental lack of commitment to providing cycling infrastructure, regulatory frameworks and support from the public and private sectors that introduce real change to allow people to use bicycles for transport, commuting and recreational purposes - all of which support the Physical Activity Program, Travelsmart, Greenhouse, Sustainability and a number of other key Government programs.

Please see the attached document which is a list of the BTA's major concerns. I have also written the same text as if the problems have been rectified. Doing it this way, it makes it easy to imagine the achieved outcome. The biggest thing missing is decision makers in places where they can have a wider effect.

If you wish to discuss these issues further please feel free to contact myself.

Regards, Steven Reynolds.

# **Sustainability Is Not Happening For Cycling In WA**

## **1. MODAL SHARE OF FUNDING**

Change the share of funding from Main Roads budget to reflect the modal share of cycling which is around 6% of trips but has less than 1% of funding. This needs direction from the very top, as MRWA only build infrastructure for motor vehicles with cycling as a second rate afterthought.

## **2. PERTH BIKE NETWORK**

Increase the amount to be spent on the Perth Bike Network from \$20 million over 4 years to \$80 million over 4 years. You would not half build the Farmer Freeway Tunnel and yet, this is happening to cycling. Bikewest figures show an increase of 90% in cycling rates over the last 3 years – this is directly related to increased cycling facilities. Reinstate the appropriate level of funding for PBN.

## **3. PERTH URBAN RAIL DEVELOPMENT (PURD)**

Instruct PURD to immediately engage in meaningful community consultation in regard to the integration of cycling in the PURD project. There has been no consultation with cycling groups on this major public transport project. Architect's drawings show major illogical and cycling unfriendly treatments, highlighting the absence of valid community input.

## **MAJOR INSULTS TO THE GALLOP GOVERNMENT ON SUSTAINABILITY**

- A. Most major leisure and tourist venues in Perth and Fremantle do not have any or have inadequate bicycle parking. A good example is the Perth Museum which houses the sustainability exhibit – there is ample room in front of the building but no funds or initiative to undertake such infrastructure development.
- B. The Health Department provides no funds at all to encourage cycling. The Danish have proven by studies involving over 30,000 people for periods from 14 to 28 years, that people who cycle to work (average 300 mins/week or 30 mins/trip) have 40% lower mortality (when taking into consideration all other factors). (see: <http://archinte.ama-assn.org/issues/v160n11/abs/loi90593.html> ). Why is the HDWA not spending \$10 million per year to save \$100 million in health costs?
- C. The State Government no longer has any group in Government that can focus on bicycling issues. The former Bikewest has been split into a grossly under-resourced promotion unit and a facilities unit – also dramatically downsized. Bikewest needs to be re-invigorated with staff, resources and Government commitment to make a real difference to cycling in this State. The cost of this would be one freeway tunnel over the next 10 years.

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# **THE FUTURE? - Sustainability Is Happening For Cycling In WA**

## **1. MODAL SHARE OF FUNDING**

The Gallop Government has announced that funding from Main Roads will reflect the modal share of cycling which is around 6% of trips but has received less than 1% of funding in the past. MRWA will now cater for cycling as a legitimate form of transport according to modal share.

## **2. PERTH BIKE NETWORK**

The Gallop Government has put the Perth Bike Network back on track and will now spend \$80 million over 4 years. Bikewest figures show an increase of 90% in cycling rates over the last 3 years – which has been directly related to increased cycling facilities. This level of funding will ensure increases in cycling for years to come.

## **3. PERTH URBAN RAIL DEVELOPMENT (PURD)**

The Gallop Government is pleased to announce that the PURD project will now consult directly with cycling groups in WA to ensure that the integration of cycling with the new Perth rail development will be the best available. The BTA claims that to develop the world's best example of integrated cycling will not cost any more than the failures of the past. If excellent facilities are built from the design stage they are cost neutral but benefit everyone for the life of the project and beyond.

## **THE GALLOP GOVERNMENT ACTS DECISIVELY ON SUSTAINABILITY**

- A. The Perth Museum which houses the sustainability exhibit, will now have secure bike parking available in the Museum foyer. This will be part of a dynamic heritage cycle display with older bicycles cascading down the major wall with the bikes of visitors forming the last part of the dynamic exhibit. It will change each day and will be a “live exhibition” of sustainability in action.
- B. The Premier has announced that the Health Department will now provide at least \$10 million dollars per year to increase the levels of cycling in WA, particularly for people to ride to work. The benefits of this activity are overwhelming for this States finances and health of Western Australians. The Danish have proven by studies involving over 30,000 people for periods from 14 to 28 years, that people who cycle to work (average 300 mins/week or 30 mins/trip) have 40% lower mortality (when taking into consideration all other factors). (see: <http://archinte.ama-assn.org/issues/v160n11/abs/loi90593.html> ). This \$10 million per year will save at least \$100 million in health costs.
- C. The Gallop Government has announced that Bikewest will now be the premier contact group for all matters to deal with cycling in WA. A review will determine the resources necessary to adequately meet cycle commitments. Funding will be made available by redirecting a small amount of funds from other transport projects that do not have as big a benefit to the State.

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