

Mr Andrew Barr MLA
Chief Minister and Treasurer
GPO Box 1020
Canberra ACT 2601

Dear Chief Minister

PEDAL POWER ACT – 2020-21 BUDGET SUBMISSION

Thank you for inviting Pedal Power ACT to make a submission the 2020-21 Budget.

Pedal Power welcomes the direction of a number of recent strategic initiatives by the ACT Government which recognise the greater role active travel can play in developing a more sustainable Canberra. In particular:

- The *ACT Climate Change Strategy* which highlights the role active travel plays in reducing traffic emissions, and supports this through incentives, community education, and infrastructure development;
- The draft *Integrated Transport Strategy Moving Canberra* which outlines actions in support of cycling walking and mode share options;
- the *Infrastructure Plan* which supports the further development of the CBR Active Travel Network.
- The consultation on the development of a Wellbeing Framework.

These measures will improve active travel infrastructure and support people to change their travel habits.

The challenges ahead should not be underestimated. Cycling participation rates in Canberra have remained largely unchanged for many years. Similarly, cycling to work has been stuck at around 3 per cent or below as a mode share, and the cycling participation rates by women is significantly lower. Technological developments (such as e-bikes) may drive changes in cycling participation, but are also likely to lead to issues such as safety and congestion in the near future. Also, active travel infrastructure spending peaks in 2019-20 and then rapidly declines over subsequent years (see Attachment A in our submission), with chronic underfunding in path maintenance.

The ACT Government has signalled a strong vision to improve the uptake of active travel in our community, Pedal Power looks to the next ACT Budget to support the implementation of this vision through:

- Maintaining our path network
- Improving our Active Travel Infrastructure
- Changing our travel habits
- Engaging an Active Travel Commissioner
- Promoting cycle Tourism
- Implementing the Wellbeing Framework

Key Pedal Power Recommendations:

- **Undertake a Path Condition Assessment and introducing a rolling Strategic Asset Management Plan for shared paths (similar to that existing for roads) to inform a rolling program of proactive maintenance, alongside budget transparency and accountability measures for path maintenance and condition.**
- **A special capital injection of \$14.0 million should be undertaken over the next four years to address the increasing maintenance backlog. The existing recurrent maintenance funding should progressively increase from the current level of \$5million to \$7.0 million in 2020-21 to \$12.0 million by 2023-24.**
- **The capital budget for active travel should be expanded from the current \$15 million in 2019-20, to a program of infrastructure planning and works that doubles over the next three years, to reach \$30 million in 2022-23. A multi-year program of work should be developed in consultation with the community.**
- **Funding/grants for ACT Directorates and community groups to establish programs which encourage and incentivise people to take up cycling for Active Travel. A minimum of \$4 million per annum should be allocated for these programs.**
- **An Active Travel Commissioner should be established for a limited term of 5 years with funding of around \$0.5 million per annum for this office. The Commissioner's role would be to lead change in community travel habits and to maximise the number of people using active travel.**
- **Promoting cycle tourism - funding of \$5 million per annum for initiatives to increase the number of cycling related visitors and the length of their stay in Canberra.**

Further detail on Pedal Power's recommendations are contained in the attached submission. A table outlining recommended funding for active travel in the 2020 Budget is at Attachment B. A list of recommended cycling infrastructure projects is at Attachment C, a mapping of this budget submission against the Climate Change Strategy actions is at Attachment D, a summary of Pedal Power's Active Travel Commissioner proposal is at Attachment E, and a mapping of how cycling contributes against the draft Wellbeing Indicators is at Attachment F.

Pedal Power ACT is happy for this submission to be made public.

Yours sincerely



Ian Ross
Chief Executive Officer
30 October 2019

Pedal Power ACT 2020-21 Budget Submission

1. Maintaining our path network

The ACT's network of paths (totalling 2,870 kilometres) is a significant public asset, highly valued by the community. Nevertheless, as highlighted in a 2017 ACT Auditor-General report, Canberra's path network is rapidly aging, and needs urgent attention.

Shared paths are becoming increasingly hazardous and their condition is deteriorating to the point where reconstruction is sometimes required. The currently level of funding for path maintenance (around \$4.7 million per annum) is not adequate to properly manage and maintain this important public asset. As this infrastructure deteriorates, far greater funding will be required in the future to properly maintain/reconstruct the network.

The 2017 Auditor-General report on road infrastructure assets stated that 77 percent of paths in Canberra are not subjected to regular inspections, and the 'risk-based approach' is insufficient to cover all locations that require maintenance.

A Path Condition Assessment and a rolling Strategic Asset Management Plan for shared paths (similar to that existing for roads) should be introduced to inform a rolling program of proactive maintenance, alongside budget transparency and accountability measures for path maintenance and condition.

Prior to (or in conjunction with) the path condition assessment, immediate action should be undertaken to repair areas of known degradation, and funds should be established to maintain the network over the next four years.

A capital injection of \$14 million over the next four years will allow areas of significant degradation to be upgraded, given the especially poor state of many parts of the network

That as a matter of high priority, a special capital injection of \$14.0 million should be undertaken over the next four years to address the increasing maintenance backlog. Informed by the Path Condition Assessment The existing recurrent maintenance funding should progressively increase from the current level of \$5million to \$7.0 million in 2020-21 to \$12.0 million by 2023-24.

Further, while ACT Roads maintains a structured sweeping program for roads, there is no comprehensive sweeping program of the path network. More sweeping machines and staff resources are required to provide a safe and well-maintained network.

Pedal Power ACT recommends that two modern path sweepers be purchased to replace the old sweeper that is no longer fit-for-purpose, and staffing resources be allocated that achieve maximum efficiency from the investment in the sweeper machines.

2. Improving our Active Travel Infrastructure

To deliver on the ACT Governments vision of increased active travel, the 2020 Budget must prioritise planning and delivery of active travel infrastructure projects, including:

- Completing the path network where 'missing links' reduce the effectiveness and accessibility of major active travel routes/corridors;

- Further development of cycleways which separate bikes from fast moving traffic, and separate bikes from pedestrians in areas such as popular lake routes;
- Further upgrading crossings where main path routes intersect with roads (currently, the Cycle Network Improvements program for 2018-19 and 2019-20 has been working in this area. However, the program needs to continue beyond 2019-20, at a higher level of funding, and extend beyond the Principal Cycle Routes);
- More secure bike parking arrangements;
- The development of 'active travel streets' initially parallel to Northbourne Avenue;
- An expansion of the Path Upgrades programs (community paths and age-friendly suburbs);
- Conduct a risk assessment of ACT country roads – and undertake works to improve rider safety (including signage on passing distances, traffic slowing, shoulder widening); and
- Design work to improve cycling connections at a number of smaller/outlying group centres and service trade areas.

An list of priority cycling infrastructure projects is provided at Attachment C.

A significant expansion in the capital budget for active travel, from the current \$15 million in 2019-20, to a program of infrastructure planning and works that doubles over the next three years, to reach \$30 million in 2022-23.

A multi-year program of work should be developed in consultation with active travel groups and the community.

3. Changing our travel habits

To realise the health, environmental and economic benefits of increased cycling, people need to be convinced of the benefits of changing their travel habits. Funding for innovative programs can help to persuade people to cycle. Possible measures include:

- expanding the Actsmart program to promote active travel to businesses, schools, and homes, as outlined in the ACT Government's *Climate Change Strategy*;
- cycling skills programs for parents to get children cycling; adult beginners; visually impaired; and disadvantaged people;
- expanding and promoting the ACT Bike Stop initiative across the ACT and region, to promote bike-friendly hospitality and other businesses;
- creating an active travel education and demonstration hub in collaboration with community health promotion and active travel promotion organisations;
- expand the schools based Active Travel initiatives through the Active Travel Office;
- Develop a southside active travel demonstration suburb eg: Whitlam (like Ginninderry which has a six green star rating , including for active travel support)
- incentives for businesses to develop secure cycle parking and end of trip facilities.
- decentralise long-stay parking and progressively increase parking fees in the city and town centres, and motor vehicle registration fees.

That \$4 million per annum be provided in funding/grants for government directorates and community groups to undertake initiatives to encourage 'interested but concerned' people to support and take up cycling.

4. Engaging an Active Travel Commissioner

Pedal Power ACT proposes the establishment of an ACT Active Travel Commissioner. The Commissioner would be appointed for a period of 5 years with responsibility to lead and drive education and behaviour change programs that would cause Canberrans to make a mode shift to active travel.

The Commissioner will engage with business and community organisations to support and develop active travel initiatives, and can build community support for necessary but potentially unpopular initiatives that will cause people to make a transport mode shift (eg: reducing speed limits, removing car parking, increasing parking price, etc). A summary of the Commissioner's role, cost and offsets is at Attachment E.

Establish an Active Travel Commissioner role, with funding of around \$0.5 million per annum for the office. The Commissioner's role would be to lead and achieve change in community travel habits and to maximise the number of people using active travel.

5. Promote cycle tourism

Canberra has a significant potential as a domestic and international destination for cycle-related activities ranging from self-organised touring through to packaged programs or events that utilise cycling as the ideal means of discovering Canberra and the surrounding region. The ACT is well placed to build this increasingly competitive area of tourism experience. A suite of measures progressed through a Cycle Trails Unit could include developing:

- Priority 'themed cycling experiences', key trails for road cycling and mountain biking based largely on existing path infrastructure (both cycleways and dirt trail), with funding for route continuity, safety and maps/signage/information, to include:
 - 'national attractions trails' including the integration of the national institutions and other ACT attractions;
 - The Mount Ainslie mountain bike circuit from the War Memorial
 - The Molonglo corridor from Queanbeyan to the Murrumbidgee
- Enhanced promotion of cycle tourism in the hospitality and tourism sector;
- Partnerships and coordinated marketing with the airport, airlines, accommodation and national institutions;
- New mountain bike trails in the west and south-west;
- Guidelines for sustainable cycling trail design, construction and maintenance;
- A cycle tourism forum to engage business leaders, tourism operators, and stakeholders in further developing cycle tourism in the ACT.

Cycle tourism funding of \$5 million per annum be provided for initiatives to increase the number of cycling related visitors and the length of their stay in Canberra.

6. Implementing the Wellbeing Framework

Pedal Power strongly supports the further development of Wellbeing Indicators and their use to inform the ACT Government's strategic planning and budget priorities. Attachment F outlines how cycling can make a strong contribution to the wellbeing of Canberrans. Below are some of the relevant domains – a full list is at Attachment F.

- *Strong economy and a prosperous retail sector* – we estimate that every percentage point increase in cycling mode share is worth at least \$5.6 million a year in savings to the ACT Budget. Cycling creates jobs and revenue in the retail, service, construction and tourism sectors. Many studies have shown that cycling facilities are more beneficial to retail trade than car parking.
- *Physical and mental health* – cycling is one of the best forms of aerobic exercise, promoting healthy weight and reducing the incidence of serious lifestyle diseases. Mental health benefits include reduced stress and depression, and improved cognition.
- *Environment and Net Zero Emissions* – zero emissions when riding. The ACT Climate Change Strategy 2019-2025 highlights how important cycling is for environmental protection and reducing transport emissions.
- *Transport efficiency and decongestion* – cycling is a compact and highly efficient form of transport. It makes far better use of expensive urban land and road corridors than motor vehicles, leading to better social connections, reduced overall time for short to medium trips and better use of public transport. Infrastructure Australia’s recent audit noted that cycling should be expanded to get the best value from other transport facilities.

Continue to fund the development of Wellbeing framework to inform the ACT government planning and ACT Budget priorities.

Attachment A

Existing ACT Government (2019 Budget) – active travel capital initiatives

Items	2018-19 \$m	2019-20 \$m	2020-21 \$m	2021-22 \$m	Total \$m
Capital					
Active Streets for Schools / walking & cycling around schools	1.0	0.5	0.5	0.5	2.5
Cycle network improvements (maps, signage, prioritised crossings etc)	0.5	1.5			2.0
Lyons/Weston Creek – Heysen St link	0.2	1.0			1.2
Belconnen Town Centre active travel improvements	5.0	5.4			10.4
Tuggeranong Town Centre active travel improvements	1.0	1.5	1.5		4.0
Woden Town Centre active travel improvements	0.8	3.5	0.5		4.8
Flemington Rd shared path – (EPIC to Well Station Dr)		0.5	1.7		2.2
Better Infrastructure Fund					
Footpaths and cycleway upgrades – Community paths	0.5	0.5	0.5	0.5	2.0
Footpaths and cycleway upgrades – Age-friendly suburbs	0.6	0.6	0.6	0.6	2.4
Safer walking and cycling around schools	0.5				0.5
- <i>subtotal</i>	<i>10.1</i>	<i>15.0</i>	<i>5.3</i>	<i>1.6</i>	<i>32.0</i>
Community path maintenance* (recurrent funding)	5.8	6.0	6.1	na	17.9

*Funding for community path maintenance is not identified as a separate item in the ACT Budget, but is included in a range of infrastructure items covered by the heading 'Road Maintenance'. The data in the table comes from Answer to Question on Notice #3 17 November 2017, Inquiry into 2016-17 Annual and Financial Reports, ACT Legislative Assembly. However, Pedal Power believes the data in the table are over-estimates of actual funding, based on information gained from Transport Canberra and City Services on the issue of path maintenance funding.

Attachment B

Pedal Power ACT					
2020 budget recommendations for active travel 2020-21 to 2023-24 (\$ amounts are totals, and may incorporate existing Budget's funding. See '2019 Budget Outcome' table for level of existing budget funding – if any)					
Active Travel Items	2020-21 \$m	2021-22 \$m	2022-23 \$m	2023-24 \$m	4 year Total \$m
Path Maintenance					
• Special capital injection including Path Condition Assessment.	3.5	3.5	3.5	3.5	14.0
• Recurrent maintenance through a Rolling Strategic Asset Management Plan (Includes path sweeping).	7.0	9.0	11.0	12.0	39.0
<i>Sub-total - maintenance</i>	<i>10.5</i>	<i>12.5</i>	<i>14.5</i>	<i>15.5</i>	<i>53.0</i>
Capital Works					
• Missing cycling network links					
• Upgrade crossings where principal routes intersect with roads					
• More secure bike parking arrangements					
• Active travel streets (starting with east and west of Northbourne Ave)					
• Path upgrades (widening, ramps, lighting, line marking, etc)					
• Separation projects (to improve safety)					
• Risk assessment and modification of ACT country roads					
• Group and Service Centre connections					
<i>Sub-total – Capital Works</i>	<i>20.0</i>	<i>25.0</i>	<i>30.0</i>	<i>35.0</i>	<i>110.0</i>
Travel Change and Promotion initiatives					
• Changing Travel Habits initiatives	4.0	4.0	4.0	4.0	16.0
• Active Travel Commissioner	0.5	0.5	0.5	0.5	2.0
• Promoting cycle tourism	5.0	5.0	5.0	5.0	20.0
Total	40.0	47.0	54.0	60.0	201.0

Attachment C

Pedal Power's indicative list of priority cycling infrastructure projects

The projects below are not listed in terms of priority. The selection of priority projects needs to be done in consultation with the community and ACT Government planners in order to select those projects for construction that will yield the best triple bottom line returns for capital invested.

Type of Project	Description	Location
Missing Cycling Network Links Develop main routes by filling missing links, ideally by constructing separated cycleways/shared paths within the road/park corridor.		
	Sulwood Dr in Kambah and Wanniasa: an east-west connection in Tuggeranong north. <i>[Note: a project of this nature was highlighted in the 2019 election campaign by the Federal ALP for joint funding with the ACT Government]</i>	North Tuggeranong
	Belconnen Bikeway: complete Hayden Dr works as originally planned with connection via Battye St to trunk path behind AIS stadium. And a link to Bruce from College St. <i>[Note: a project of this nature was highlighted in the 2019 election campaign by the Federal ALP for joint funding with the ACT Government]</i>	East Belconnen
	Launceston St: Lyons Shops to Melrose Dr to connect to Devonport St improvements to be part of the Heysen St project. <i>[Note: a project around this area (Devonport and Launceston Sts) was highlighted in the 2019 election campaign by the Federal ALP for joint funding with the ACT Government]</i>	Woden
	Kuringa Drive Belconnen – completion of works to deliver an off-road path between Barton Hwy and Owen Dixon Drive.	Belconnen
	Molonglo to City Bikeway – Stage 1 Liversidge St to Marcus Clarke St followed by Acacia Inlet to Liversidge St.	ANU, Civic
	Haig Park: east/west cycle path on southern edge.	Inner North
	Molonglo River Path: a bridge and path to connect Molonglo network at Coombs to the Molonglo River path.	Molonglo
	Belconnen Way between Coulter Dr and Kingsford Smith Dr.	Belconnen
	Grevillia Park: car park was upgraded but without a shared path linking to the existing around the lake path.	Lake Burley Griffin
	Hindmarsh Dr between Woden and Red Hill, Narrabundah, Fyshwick and Queanbeyan.	Woden and Inner South

Lake Burley Griffin to Hindmarsh Dr via Red Hill: utilising Hopetoun Circuit, Stonehaven Cres, Mugga Way.	Inner South
West Belconnen (Kippax) to Belconnen Town Centre.	West Belconnen
Manuka to LGB via Telopea Park East including upgrade of crossing of Wentworth Ave.	Inner South
Yamba Dr east side: extend path from Carruthers St bridge to Launceston St.	Woden
Southlands: a separated cycleway along Heard St Mawson to connect the break in the north-south trunk route at Southlands.	Woden
Macfarland Cres: improved paths to connect Chifley and Pierce shopping centres.	Woden
Fyshwick link from Canberra Ave to Dairy Flat Rd via Ipswich St: separated cycleway within the road corridor.	Fyshwick
<p>Upgrade Crossings where principal routes intersect with roads Construct priority crossings, including raised crossings where appropriate, and redesigning to ensure waiting vehicles do not block paths. As part of the current two-year Cycle Network Improvements program, work has been undertaken by the Active Travel Office in identifying and planning for improvements to a number of crossings. The following three locations are examples of further crossings that need to be included in a program.</p>	
Curtin: where the north-south path crosses Theodore St at Melrose Dr	Woden
Kambah: where the north-south path along Athllon Dr crosses Sulwood Dr	Tuggeranong
Lake Burley Griffin shared path: all road crossings, e.g. Alexandrina Dr near Hopetoun Circuit	Lake Burley Griffin
<p>Active Travel Streets Converting side streets into cycle friendly routes using cost-effective techniques such as traffic calming and traffic diverting to create a low speed environment.</p>	
This idea was originally proposed by TCCS for the side streets east and west of the Northbourne corridor extending from Civic to Dickson on the east and Civic to Lyneham on the west. This project could be run as a pilot to test the idea and, if successful, other precincts could be developed. Consistent with ACT's <i>Climate Change Strategy</i> 3.13 (shared zones/traffic calmed streets)	Inner North pilot project Extend to other locations if successful
<p>Path Upgrades This category relates to small scale projects under the existing programs of Footpath and Cycleway upgrades and Age Friendly Suburbs.</p>	
Complete removal of unnecessary bollards and bringing the others up to MIS05 standards.	Lakes Burley Griffin, Tuggeranong, Ginninderra; Gungahlin & Yerrabi Ponds

Sullivans Creek Path: complete the path widening not undertaken during the recent upgrade	Inner North, Civic
Streeton Dr Path: upgrade and widen the existing path on the western side	Weston Creek
Marcus Clark St south: widen the bridge connecting to LBG and construct a separate cycleway from the bridge to improve the northbound connection to the Civic Cycle Loop at Edinburgh St.	Civic
Pialligo Av roundabout at Brindabella Circuit: replicate the diversion lanes at the Molonglo Dr roundabout to provide for safer bike passage.	Russell/Airport
Sullivans Creek to Barry Dr crossing at Marcus Clarke St: upgrade the path and improve the crossing to allow more room for bikes.	Civic
Separation Projects (to improve safety) Construct cycleways to separate bikes from fast moving traffic, provide more direct commuter routes and separate bikes from pedestrians on congested routes	
Yarra Glen and Adelaide Ave: construct separated cycleways within the road/rail corridor. <ul style="list-style-type: none"> Undertake early planning for active travel arrangements in the context of Light Rail Stage 2 – Civic to Woden 	Civic to Woden
Walker/cyclist separation project along McCaughey St between Masson St and Barry Drive. <i>[This project was highlighted in the 2019 election campaign by the Federal ALP for joint funding with the ACT Government.]</i>	Turner
Northbourne Ave: separated cycle path on both sides of the road in line with the City and Gateway Urban Design Framework.	Inner North and Civic
Lake routes: provide for separation of bikes and pedestrians on the popular sections of the lake routes. Ideally, this would be undertaken as a pilot exercise at one or two locations. If successful, the exercise could be repeated in other lake locations. Examples of suitable sites are: LBG – Parliamentary Triangle circuit, East Basin from Kings Ave bridge to Kingston foreshore, Yarralumla adjacent to Royal Canberra Golf Club Lake Tuggeranong – eastern side from the northern end of the Lake to the pedestrian bridge at South Quay. Lake Ginninderra – eastern side through John Knight Memorial Park	Lake Burley Griffin Lake Tuggeranong Lake Ginninderra Gungahlin and Yerrabi Ponds
ACT Country Roads	
Undertake a risk assessment and implement works to improve rider safety on ACT country roads, including signage, shoulder widening, road markings, etc	Country ACT
Group and Service Centres The major town centres have been funded for improvements in cycling. However, the smaller and outlying group and service centres have been neglected and need attention.	
The following centres need design work to determine how best to improve cycling connections: Weston Creek, Kippax, Calwell, Dickson, Manuka, Wanniasa, and the Phillip and Mitchell service trades area.	Weston Creek Inner North Inner South West Belconnen Tuggeranong

Attachment D

Pedal Power has identified some 25 Climate Change Strategy actions that involve a greater role for active travel to create a more sustainable Canberra. How Pedal Power's 2020 ACT Budget Submission addresses these actions is set out in the table below.

How Pedal Power's 2020 ACT Budget Submission supports active travel actions contained in the ACT Climate Change Strategy		
Pedal Power budget submission - elements	Relevant Climate Change Actions <i>[paraphrased]</i>	Action No.
1. Maintain our path network 2. Improve our active travel infrastructure	<ul style="list-style-type: none"> • Plan for a compact and efficient city with improved access to Active Travel infrastructure. 	3.3
	<ul style="list-style-type: none"> • Maximise accessibility to rapid bus and light rail networks 	3.5
	<ul style="list-style-type: none"> • Implement the Municipal Infrastructure Standards for Active Travel and to inform design outcomes. 	3.8
	<ul style="list-style-type: none"> • Prioritise walking and cycling and enhanced active travel infrastructure to improve safety and connectivity of the active travel network 	3.9
	<ul style="list-style-type: none"> • Finalise the end of trip facilities general code 	3.11
	<ul style="list-style-type: none"> • Innovative approaches to planning/development that priorities active travel/public transport 	3.12
	<ul style="list-style-type: none"> • Options for encouraging a shift to public transport and active travel through planning and a smarter approach to parking. 	3.15
	<ul style="list-style-type: none"> • New approaches to improving key transport corridors through prioritisation of public transport / active travel 	3.16
	<ul style="list-style-type: none"> • Options for dedicating a greater proportion of road space and public realm space to sustainable transport modes 	3.18
	<ul style="list-style-type: none"> • Explore opportunities to promote investment in public charging stations 	3.21
	<ul style="list-style-type: none"> • Capital works with a budget of more than \$10m are consistent with an independent sustainability rating 	5.6
3. Change our travel habits	<ul style="list-style-type: none"> • Expand the community zero emissions grants to support community projects that reduce emissions 	1.1

How Pedal Power's 2020 ACT Budget Submission supports active travel actions contained in the ACT Climate Change Strategy

Pedal Power budget submission - elements	Relevant Climate Change Actions <i>[paraphrased]</i>	Action No.
	<ul style="list-style-type: none"> Support and enable community action on climate change by providing a dedicated climate change community Liaison 	1.2
	<ul style="list-style-type: none"> Support Vulnerable and disengaged people to participate in shift to zero emissions 	2.1
	<ul style="list-style-type: none"> Expand Actsmart to include travel choices and integrate with work of the Active Travel Office 	3.1
	<ul style="list-style-type: none"> Options for a reward scheme for people increasing their use of public transport and/or active travel 	3.2
	<ul style="list-style-type: none"> Expand Active Travel Office and school based active travel 	3.6
	<ul style="list-style-type: none"> Support bike share schemes and other measures to improve the effectiveness and accessibility of cycling as a 'last kilometre' solution. 	3.10
	<ul style="list-style-type: none"> Implement End-of-Trip Facilities General Code to improve bike parking and end-of-trip facilities in commercial developments. 	3.11
	<ul style="list-style-type: none"> Implement car free days and consider car free areas, shared zones and traffic calmed streets. 	3.13
	<ul style="list-style-type: none"> Reform car registration fees to incentivise efficient road use 	3.19
	<ul style="list-style-type: none"> Trial financial incentives such as rebates and low interest loans to encourage the uptake of zero emission vehicles and electric bikes. 	3.20
	<ul style="list-style-type: none"> Incentives to support staff use of public transport and active travel. 	5.3
	<ul style="list-style-type: none"> Partnerships with sub-national governments and NGOs to promote climate action. 	5.7
4. Engage An Active travel commissioner	<ul style="list-style-type: none"> Support and enable community action on climate change by providing a dedicated climate change community Liaison 	1.2
	<ul style="list-style-type: none"> Enable community members to share ideas for ongoing improvements to the strategy 	1.4

How Pedal Power's 2020 ACT Budget Submission supports active travel actions contained in the ACT Climate Change Strategy

Pedal Power budget submission - elements	Relevant Climate Change Actions <i>[paraphrased]</i>	Action No.
	<ul style="list-style-type: none"> Support Vulnerable and disengaged people to participate in shift to zero emissions 	2.1
	<ul style="list-style-type: none"> Facilitate education and training of designers and constructors in zero emission technologies 	4.16
	<ul style="list-style-type: none"> Work with industry to support innovation research and partnerships the transition to a net zero emissions economy 	8A
6. Establish a Wellbeing Framework	<ul style="list-style-type: none"> Ensure social cost of carbon and climate change are considered in Government policies, budget decisions, capital works projects and procurements. 	5.5
	<ul style="list-style-type: none"> Collect and report ACT travel data at least every two years on a range of journey types 	9.2

Attachment E

Active Travel Commissioner Proposal

“Building bike lanes alone may not necessarily persuade drivers to switch from four wheels to two... To make sure bike lanes are well-used, we must sell cycling”¹

Role

Canberra is a car-dependent city, with over 4 in 5 people travelling to work by private vehicle and only 3 in 100 by bicycle. To turn this around, we need a high-profile Commissioner to lead and drive change and market walking and cycling options. The role will be a catalyst for active travel mode shift in the ACT and a focus for public discourse. The Commissioner will engage with business and community organisations to develop active travel initiatives, and build community support that will help people to make a transport mode shift. The Commissioner will work to normalise cycling and walking for everyday transport, and encourage the large group of ‘interested but concerned’ people to take part. A range of programs could be available, including oversight of grants to community organisations to directly assist individuals when they take up cycling.

Costs and offsets

Remuneration could be aligned with the current salary of the Public Advocate and Children and Young People Commissioner (\$202,111). There would be an executive officer in support at around \$85,000 pa including superannuation. No other support staff would be required.

With the addition of superannuation and on-costs, a package cost of \$500 000 pa in round figures may be assumed. This would be far outweighed by savings of at least \$5.6 million pa for each percentage point of increase in ACT cycling mode share above the current 3%, as follows:

The 2016 Census records that 178,244 people travelled to work in the ACT on 9 August; of these 5,358 or approximately 3% cycled. Census data also show that the average distance cycled was 7.15 km. Therefore, on Census day a total of 38,309 km was cycled to work, representing a saving to the ACT budget of \$64,743 on that day (based on \$1.69 saved per km cycled²). An increase to 4% in the number of people cycling to work would have resulted in a further 12,668 km being cycled on that day, or \$21,409 in extra savings. Assuming conservatively a working year of 260 days, this would yield an annual saving of \$5.6m to the ACT Budget.

This estimate of offset value is conservative, as it:

- does not account for travel to work on weekends
- does not include walking trips
- is based on cycling to work only, not to school, further education, or other transport or recreational trips
- is based on data gathered at Census time in early August, the low point of the year for active travel
- does not include the saving to the ACT Budget and community from reduced driving.

¹ *Car sick: solutions for our car-addicted culture*, by Lynn Sloman, Green Books Ltd, 2006, p.116

² Figure from 2011 Queensland Department of Transport and Main Roads report, [Benefits of inclusion of active transport in infrastructure projects](#), updated for CPI.

Attachment F

Wellbeing Indicators for the ACT Budget

Cycling contributes in many ways to the wellbeing of the Canberra community. This table summarises the benefits of cycling for Canberra’s wellbeing, showing elements that we as a community value (the Domains column) and the resulting desired state for each domain that can be used for reporting and decision-making (the Indicators column).

Domains	Cycling’s contribution	Indicators
Strong economy	Bicycle-related retail sales & jobs Cycle tourism	Stability and growth of ACT economy
Physical & mental health	Boosts levels of regular activity, encouraging healthy weight, reducing risk of serious lifestyle diseases, and improving mood	Reduction in overweight/obesity Reduced depression/anxiety Harmonious transport behaviour
Environment	Zero emissions Less parking space required More people-friendly town centres	Emissions reduced Fewer cars in town centres Space for parks and trees Car-free zones in centres
Transport	Space efficiency, reduced congestion and maximum value from other transport facilities	Reduction in parking requirements Road congestion levels Joint bike/public transport trips
Cohesion and Inclusiveness	Riding with one’s family, friends & new neighbours Connecting with one’s community, keeping a lookout and simply being seen Companionship of cycling clubs	More people riding socially more frequently* Increase in real & perceived safety Social connections, community vitality Support for volunteers & volunteer-based organisations
Connections to place & society	Easy access to one’s neighbourhood and exploring beyond	Cycling destinations and frequency*
Inclusion of older people	Taking less mobile Canberrans for rides, eg under the <i>Cycling Without Age</i> and <i>Fitability</i> programs Riding with older family, friends & neighbours	More cycling under programs for older and less able people. More older people riding more frequently*

* measure with Household Travel Surveys