



Submission to:

**Tasmanian Government
State Budget
Community Consultation
2012 – 2013 Budget**

This submission to be read in conjunction with Bicycle Tasmania's
'Creating Healthy Connections' Facilities Development Campaign Plan

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For Further Information about this submission please contact:

Liam Correy
 Bicycle Tasmania Facilities Development Manager
 Email: biketasfacilities@bicyclenetwork.com.au
 Ph: 0419519886
 GPO BOX 1814
 HOBART TAS 7001

Jeff Dunn
 President, Bicycle Tasmania

Introduction

Bicycle Tasmania presents to the Tasmanian State Government this submission for consideration in the 2012-2013 State Budget community consultation process.

Bicycle Tasmania is the peak membership body for transport and recreational bike riders in Tasmania with over 600 financial members.

This is the first year that Bicycle Tasmania has provided the Tasmanian State Government with recommendations for the Tasmanian State Budget in relation to bicycle riding facilities.

The intention of this budget submission is to provide clear direction from the bicycle riding community to the government on how resources must be allocated to help more people ride bicycles in Tasmania and improve conditions for people who already ride.

Bicycle Tasmania is aware of the current economic climate in Tasmania, but advises the government that it cannot afford to delay spending on the development of bicycle facilities if it is to meet key health, economic, social inclusion and liveability objectives outlined in the Tasmania Together process and several key state government strategies and plans. Every other state in Australia is investing significantly in bicycle facilities to support people riding but Tasmania is not!

Under the current budget of zero (\$0) per year committed by the State Government to developing new bicycle facilities, Tasmanians will be waiting forever before a bike path or bike lane is built near where they live.

Investment in bicycle facilities will deliver significant increases in bicycle riding participation. More than any other measure, the evidence shows provision of bicycle facilities equates to more people riding. Furthermore, a connected bicycle network will lead the way for realising the success of Tasmanian State Government plans and strategies.

This budget submission presents a structured approach for government to develop the capacity to provide bicycle facilities along with specific projects across the state to support transport, recreational and tourism bicycle riding.

All the projects outlined in this budget submission are jobs rich. Every dollar will support Tasmanian workers directly and the resultant facilities created will generate wealth for the state through access to low cost transport, improved health outcomes and iconic tourism opportunities.



CREATING HEALTHY CONNECTIONS



This submission to be read in conjunction with Bicycle Tasmania's 'Creating Healthy Connections' Facilities Development Campaign Plan. Available at www.biketas.org.au

Bicycle Tasmania Recommendations

1. Political Education

Recommendation 1

Politician and political advisor education on the importance of facilities to bike riding participation (2012-2015)

Suggested Lead Department: Premier and Cabinet (Bicycle Tasmania to assist with facilitating information workshops)

Rational: There is a lack of political awareness about the role of government in developing a connected bicycle network for Tasmanians. Recent polling by Bicycle Tasmania of both local and state government candidates and sitting members reveals a lack of understanding of the current research connecting provision of facilities with bicycle riding participation.

Estimated Cost: \$1,000 Per annum (2012-2015) (Tea and Biscuits)

Bicycle Tasmania in conjunction with appropriate state government representatives is prepared to develop a basic education package.

2. Fund successful bicycle facility programs

Recommendation 2

Reinstate the Trails and Bikeways Program: Ensure program permanency of the successful, but closed, Trails and Bikeways Program through Department of Economic Development (Sport and Recreation). (2012-2015 - Permanent)

Department: Department of Economic Development (Sport and Recreation)

Rational: This program ran successfully for 3 years and delivered significant projects in conjunction with local government around Tasmania. This program also supported recreational and tourism facility development including completing the iconic Mt Wellington North South Track and around 35 projects around the state. Ideally a newly funded program would provide assistance to local government to build feeder routes into the major arterial bicycle routes. Sport and Recreation have the capacity to re start the program immediately.

Estimated Cost: \$1m per annum (2012-2015 – Permanent)

3. Support community feedback

Recommendation 3

Support Bicycle Tasmania to assist state government agencies to investigate proposed facilities: Bicycle Tasmania will provide advice to government and focus group support to government as the peak member organisation for transport and recreational bicycle riders in Tasmania.

Departments: Sport and Recreation, Department of Infrastructure, Energy and Resources

Rational: Bicycle Tasmania will deliver cost effective assistance to government including investigation and scoping of key projects. As a community group Bicycle Tasmania will be best positioned to investigate community support for projects and has members available to offer expert feedback on proposed facilities.

Estimated Cost: \$20,000 per annum (2012-2015 - \$60,000)

4. Build on strategy and create a network plan

Recommendation 4

The Tasmanian Government resource a detailed Tasmanian State Bicycle Network Strategy to compliment and build on the State Government's Walking and Cycling for Active Transport Strategy.

Department: Department of Infrastructure, Energy and Resources

Rational: A network plan and high level strategy will be essential in delivering bicycle facilities where they are needed with a network focus. The work that DIER began in 2011 now needs to be further developed to create a bicycle network plan for every major Tasmanian population centre.

Estimated Cost: \$100,000 (2012)

5. Build key priority projects in the bicycle network

Recommendation 5

Allocate resources to plan and complete priority projects

Detailed project recommendations can be found in the *Bicycle Tasmania's Proposed Project Fact Sheets, within the 'Creating Healthy Connections' Bicycle Facilities Campaign Plan.*

Department: Department of Infrastructure, Energy and Resources, Department of Economic Development (Sport and Recreation).

Rational: The proposed priority projects benefit the greatest numbers of riders and will be used for local trips, commuting and recreation and well as for other users. The State Government needs to make a start on easy projects with significant benefits for transport and recreational bicycle riding. The Tasmanian Government cannot continue to publish strategies without funding their implementation.

Estimated Cost: Costs shown in the following projects are initial estimates sourced from project costs delivered by local government between 2009 and 2011. Final costs will be more accurately estimated once project planning and design work is completed. (Note: State Government Project Delivery Costs appear to be higher than local government)

Recommendation 5.1: North Western Tasmania

Fact Sheet 2.13: North West Coastal Pathway Connections

Estimated Cost: \$100,000 per annum (2012-2015)

Fact Sheet 1.4: Riding to School Routes North Western Population Centres

Estimated Cost: \$50,000 per annum (2012-2015 - \$150,000)

Recommendation 5.2: Northern Tasmania

Fact Sheet 2.11

Inveresk to Rocherlea Cycle-way

Estimated Cost: \$1.6m (2012-2015)

Fact Sheet 1.5: Riding to School Routes Northern Population Centres

Estimated Cost: \$50,000 per annum (2012-2015 - \$150,000)

Recommendation 5.3: Southern Tasmania

Fact Sheet 2.16 Rosny/Eastlands to Mornington Cycle-way

Estimated Cost: \$1.2m

Fact Sheet 2.8 Intercity Cycle-way/Derwent Park to Prince of Wales Bay Cycle-way
Estimated Cost: \$800,000

Fact Sheet 2.1 Battery Point Foreshore Cycle-way
Estimated Cost Contribution: \$2.4m (additional funding from local and federal government sources)

Fact Sheet 4.1 Hobart to the South West Wilderness: Derwent Valley Rail Trail
Estimated Cost Contribution: \$900,000 (additional funding from local and federal government sources)

Recommendation 5.4
East Coast Tasmania

Fact Sheet 4.2
East Coast Convict Road Upgrade
Estimated Cost: \$2m

Fact Sheet 1.3: Riding to School Routes East Coast Population Centres
Estimated Cost: \$50,000 per annum (2012-2015 - \$150,000)

Recommendation 5.5
West Coast Tasmania

Fact Sheet 1.7
Riding to School Routes West Coast Population Centres
Estimated Cost: \$50,000 per annum (2012-2015 - \$150,000)

6. Action Plan 2013- 2020

Recommendation 6

This development of an action plan follows on from recommendation '4' "Build on strategy and create a network plan". It is envisaged this action plan will bring together all the necessary detailed actions to construct the projects before 2020.

Department: Department of Infrastructure, Energy and Resources, Sport and Recreation (Department of Economic Development)

Rational: The Tasmanian Walking and Cycling for Active Transport Strategy will be built on through 'Recommendation 4' with development of network plans for all major population centres. The action plan developed in this recommendation will turn the network plan into manageable, understandable and buildable components to create new bicycle facilities connecting people to where they want to go!

Estimated Cost: \$100,000

7. Build Capacity

Recommendation 7

DIER, Economic Development (Sport and Recreation), Education and Tourism need to develop the ability to obtain and apply the knowledge and operational changes required to build a bicycle network for all Tasmanians

Department: All Tasmanian Government Departments

Rational: A culture of planning and developing bicycle facilities does not exist in the Tasmanian Government. Government departments need direction and government employees and contractors need the skills and capacity to plan and build new bicycle network facilities. There is currently limited capacity within all departments to attempt even the most simple of projects.

Estimated Cost: \$100,000 (Workshops and education)

8. Inter-sectoral Collaboration

Recommendation 8

Identification of projects and real progress towards the development of partnerships for each project between every level of government and other service and industry groups where applicable.

Department: Stakeholders and relevant Tasmanian State Government Departments

Rational: In tandem with the other planning and capacity building recommendations in this submission there is a need for Tasmanian State Government Departments, local government, and other stakeholder groups to collaborate in the realisation of projects. Examples in other Australian States and New Zealand prove that service clubs such as rotary, local business and governments can work well together to support significant bicycle facility projects. In Tasmania an emerging example is the Scottsdale Rotary Club's involvement in the North East Rail Trail.

A whole of government approach towards building, supporting and evaluating new bicycle facilities will result in tangible projects.

Estimated Cost: \$1000 (Tea and biscuits)

9. Fund Planning

Recommendation 9

In collaboration with other asset owners immediately fund planning of priority routes identified in the DIER Principle Urban Cycling Network (PUCN) study undertaken in 2011, as well as local connector routes to the PUCN. Allocate funding for planning and investigations into future facilities identified in recommendation 4 'Create a Network Plan', and 6 'Bicycle Network Action Plan'.

Department: Department of Infrastructure, Energy and Resources, Sport and Recreation, Tourism Tasmania

Rational: Detailed planning for proposed bicycle facilities is vital to access project costs, benefits and implementation staging. This is a further logical step to Recommendations 4 and 6 (ie Strategy – Network Plan – Action Plan – Individual Detailed Project Plan).

Estimated Cost: \$200,000 per annum (2012-2015 - \$600,000)

10. Fund detailed design work

Recommendation 10

Fund the detailed design work into projects following on from planning specified in 'Recommendation 9'.

Department: Department of Infrastructure, Energy and Resources, Sport and Recreation, Tourism

Rational: Detailed design work for key projects identified through recommendations 4, 6 and 9 will be required in order to build a connected bicycle network.

Estimated Cost: Dependant on project planning. As per submission this activity would not be scheduled till 2014-15 once other strategic and planning recommendations are underway.

11. Fund construction

Recommendation 11

Following the planning and detailed design of priority projects identified in a Tasmanian Bicycle Network Plan, funding needs to be allocated to an annual bicycle facility works program for on-road, off-road facilities, local streets and routes and rural, regional recreation and tourism facilities.

Department: DIER, Sport and Recreation – Department of Economic Development

Rational: The Tasmanian State Government must incorporate building of a connected bicycle network into the annual infrastructure spend through DIER and Sport and Recreation in order for Tasmanians to be able to ride from where they live to where they want to go.

Estimated Cost: Dependant on detailed project design work. As per submission this activity would not be scheduled till 2014-15 once other strategic and planning recommendations are underway.

12. Maintain the momentum of established programs and events

Recommendation 12

Support existing successful and established programs with particular emphasis on areas, activity centres, work places and schools near existing or new bicycle facilities.

Recommendation 12.1: **Ride to School Program**

Establish pilot ride to school program coordinator in Tasmania and support activities

Estimated Cost: \$60,000 Per annum

Recommendation 12.2: **Ride to Work Program**

Establish pilot ride to work program co-ordinator in Tasmania and support activities

Estimated Cost: \$60,000 Per annum

Recommendation 12.3: **State Bike Week**

Organise and fund promotion and co-ordination of State Bike Week events and activities. Enabling groups who are involved to get back to their core business of attracting members and organising rides and events.

Estimated Cost: State Government (in-house & officer time)

Department: Department of Infrastructure, Sport and Recreation, Education, Health, Tourism in partnership with Bicycle Tasmania and the Bicycle Network.

Rational: The ride to work and ride to school programs are successful Australia wide behaviour change programs with credible evaluation methodology. Excellent examples have been established and supported by the Bicycle Network and Bicycle Network Victoria in conjunction with other state government departments. The Tasmanian government needs to support infrastructure provision with measurable behaviour change programs. State Bike Week in Tasmania was initially a state government responsibility as it is in other states around Australia. Over the past several years it has been outsourced to community groups and local government. In order to achieve a common message, a coordinated statewide program the state government needs to take a lead role.

13. Continue to Support State Mountain Bike Plan

Recommendation 13

Continue the momentum progressing the State Mountain Bike Plan with particular focus on moderate intensity facilities which cater for a wider range of riders.

Department: Department of Economic Development (Sport and Recreation, Tourism)

Rational: Building on the progress already made will ensure Tasmania becomes an iconic mountain bike destination and a premier recreational and tourism attraction.

Estimated Cost: Funding drawn from Recommendation 2, with specific iconic ride projects for tourism funded on a case by case basis.

Links to the Tasmania Together Process

The *Tasmania Together* process has identified key goals relating to this budget submission by Bicycle Tasmania. The investment in bicycle facilities across Tasmania will strongly contribute to several of the Tasmania Together Goals.

Goal 1: A reasonable lifestyle and standard of living for all Tasmanians.

The Cost of Transport

Transport Accessibility

- Access to affordable and reliable transport is important for accessing employment, services and recreation.

Road crash fatalities and serious injuries

- Every effort should be made to reduce the risk of death or serious injury for all road users.

Bicycle riding is an affordable and reliable transport option for many people but the current barriers in a lack of basic facilities means that the option of bicycle riding for transport is not accessible to most of the population.

Less people driving correlates with less people crashing cars. As a low speed and low risk form of transport and recreation with a very low risk of causing injury or death to other road users, more bicycle riding will improve safety for all road users.

Goal 4: 'Active, Healthy Tasmanians with access to quality and affordable health care services

Improve Tasmanians' health through promotion and support of healthy lifestyle choices.

- Avoidable mortality
- If fewer people die from avoidable or preventable causes it should indicate healthier lifestyles.

Percentage of population who do not do enough exercise to avoid chronic disease

- There is a high correlation between activity levels and improved wellbeing.

Proportion of Tasmanians over 18 who are overweight or obese

- A decline in the number of Tasmanians who are overweight or obese should lead to a much healthier lifestyle for individuals and greater community wellbeing.

Prevalence of Type 2 diabetes in persons aged 25-64 2000: 1.8%

- If the instances of Type 2 diabetes decrease it should reflect improved lifestyle (eg fitness, diet and reduction in obesity).

Improve the health and wellbeing of the Tasmanian community through the delivery of coordinated and timely services.

Bike riding is an inherently healthy activity and a public health panacea. Costly and debilitating levels of chronic disease in Tasmania can be partly attributed to high levels of physical inactivity caused by sedentary lifestyles and a disparity of supportive environments for a physically active population.

Incidental physical activity is the most effective way of incorporating sustainable levels of physical activity into daily life. Mobility and transport are a universal component of life for most Tasmanians and it is therefore logical that the most effective interventions to promote physical activity will involve transport.

Bicycle riding is a cost effective, fast and accessible form of mobility and is used all over the world as a dominant transport and recreation mode. Significant increases in population wide bicycle riding will result in real reductions and alleviations of chronic disease.

Goal 5: Vibrant inclusive and growing communities where people feel valued and connected.

Tasmania's cities and towns will not only benefit economically if they improve livability for their citizens, communities that support increased bicycle riding create greater social capital for residents through increased interactions and a reduced burden of chronic disease. Bicycle riding contributes significantly to the potential of population centres to support quality of life, health and wellbeing and is in line with Australia's national urban policy.

Goal 9: Increased work opportunities for all Tasmanians.

The planning and construction of bicycle facilities comes at a cost relatively inexpensive compared to other road and transport infrastructure. This cost is an investment in the community delivering multiple benefits whilst also generating 68% more jobs than road only projects.

'Pedestrian and bicycle infrastructure: A national study of employment impacts', Heidi Garriet-Peltier, Political Economy Research Institute, University of Massachusetts, Amherst.

Budget Year 2012-2013 Bicycle Tasmania Recommendation Details

Bicycle Tasmania State Budget Recommendations	Budget Year 2012-2013				
	DIER	DED - Sport and Recreation	DED - Tourism	Education	DPAC and Whole of Government (WOG) in conjunction with Bicycle Tasmania
1. Political Education					\$1,000
2. Fund Existing Programs		\$1,000,000			
3. Support Community Feedback					\$20,000
4. Create a Bicycle Network Plan	\$100,000				
5. Construct Priority Projects					
5.1 Fact Sheet 2.13 - Key Project North West Coastal Pathway	\$50,000	\$50,000			
5.1: Fact Sheet 1.4 - Key Project North West School Routes	\$50,000				
5.2: Fact Sheet 2.11 - Key Project Inveresk to Rocherlea	\$200,000				
5.2: Fact Sheet 1.5 - Key Project North School Routes	\$50,000				
5.3: Fact Sheet 2.16 - Key Project Rosny to Mornington	\$200,000				
5.3: Fact Sheet 2.8 - Key Project Derwent Park	\$50,000				
5.3: Fact Sheet 2.1 - Key Project Battery Point Foreshore	\$100,000				
5.3: Fact Sheet 4.1 - Key Project Derwent Valley Rail Trail	\$100,000	\$100,000			
5.4: Fact Sheet 4.2 - Key Project East Coast Convict Road Upgrade	\$100,000	\$100,000			
5.4: Fact Sheet 1.3 - Key Project	\$50,000				
6. Action Plan	\$50,000	\$50,000			
7. Build Capacity					\$1,000
8. Inter-sectoral Collaboration					\$1,000
9. Fund Planning	\$200,000				
10. Fund Detailed Design Work					
11. Fund Construction					
12. Maintain Established Programs					
12.1: Ride to School Program	\$30,000			\$30,000	
12.2: Ride to Work Program	\$60,000				
12.3: State Bike Week	Existing Officer Support				
13. State Mountain Bike Plan		To be determined	To be determined		
	\$1,390,000	\$1,300,000	\$0	\$30,000	\$23,000
Total State Budget Expenditure -2012-13					
\$2,743,000					

Budget Year 2013-2014 Bicycle Tasmania Recommendation Details

Bicycle Tasmania State Budget Recommendations	Budget Year 2013-2014				
	DIER	DED - Sport and Recreation	DED - Tourism	Education	DPAC and Whole of Government (WOG) in conjunction with Bicycle Tasmania
1. Political Education					\$1,000
2. Fund Existing Programs		\$1,000,000			
3. Support Community Feedback					\$20,000
4. Create a Bicycle Network Plan	\$100,000				
5. Construct Priority Projects					
5.1 Fact Sheet 2.13 - Key Project North West Coastal Pathway	\$50,000	\$50,000			
5.1: Fact Sheet 1.4 - Key Project North West School Routes	\$50,000				
5.2: Fact Sheet 2.11 - Key Project Inveresk to Rocherlea	\$650,000				
5.2: Fact Sheet 1.5 - Key Project North School Routes	\$50,000				
5.3: Fact Sheet 2.16 - Key Project Rosny to Mornington	\$500,000				
5.3: Fact Sheet 2.8 - Key Project Derwent Park	\$350,000				
5.3: Fact Sheet 2.1 - Key Project Battery Point Foreshore	\$1,150,000				
5.3: Fact Sheet 4.1 - Key Project Derwent Valley Rail Trail	\$150,000	\$150,000			
5.4: Fact Sheet 4.2 - Key Project East Coast Convict Road Upgrade	\$475,000	\$475,000			
5.4: Fact Sheet 1.3 - Key Project	\$50,000				
6. Action Plan	\$50,000	\$50,000			
7. Build Capacity					\$1,000
8. Inter-sectoral Collaboration					\$1,000
9. Fund Planning	\$200,000				
10. Fund Detailed Design Work					
11. Fund Construction					
12. Maintain Established Programs					
12.1: Ride to School Program	\$30,000			\$30,000	
12.2: Ride to Work Program	\$60,000				
12.3: State Bike Week	Existing Officer Support				
13. State Mountain Bike Plan		To be determined	To be determined		
	\$3,915,000	\$1,725,000	\$0	\$30,000	\$23,000
Total State Budget Expenditure -2012-13					
	\$5,693,000				

Budget Year 2013-2014 Bicycle Tasmania Recommendation Details

Bicycle Tasmania State Budget Recommendations	Budget Year 2014-15				
	DIER	DED - Sport and Recreation	DED - Tourism	Education	DPAC and Whole of Government (WOG) in conjunction with Bicycle Tasmania
1. Political Education					\$1,000
2. Fund Existing Programs		\$1,000,000			
3. Support Community Feedback					\$20,000
4. Create a Bicycle Network Plan					
5. Construct Priority Projects					
5.1 Fact Sheet 2.13 - Key Project North West Coastal Pathway	\$50,000	\$50,000			
5.1: Fact Sheet 1.4 - Key Project North West School Routes	\$50,000				
5.2: Fact Sheet 2.11- Key Project Inveresk to Rocherlea	\$750,000				
5.2: Fact Sheet 1.5 - Key Project North School Routes	\$50,000				
5.3: Fact Sheet 2.16 - Key Project Rosny to Mornington	\$500,000				
5.3: Fact Sheet 2.8 - Key Project Derwent Park	\$400,000				
5.3: Fact Sheet 2.1 - Key Project Battery Point Foreshore	\$1,150,000				
5.3: Fact Sheet 4.1 - Key Project Derwent Valley Rail Trail	\$250,000	\$250,000			
5.4: Fact Sheet 4.2 - Key Project East Coast Convict Road Upgrade	\$475,000	\$475,000			
5.4: Fact Sheet 1.3 - Key Project	\$50,000				
6. Action Plan					
7. Build Capacity					\$1,000
8. Inter-sectoral Collaboration					\$1,000
9. Fund Planning	\$200,000				
10. Fund Detailed Design Work	\$500,000				
11. Fund Construction	To be determined from item 10				
12. Maintain Established Programs					
12.1: Ride to School Program	\$30,000			\$30,000	
12.2: Ride to Work Program	\$60,000				
12.3: State Bike Week	Existing Officer Support				
13. State Mountain Bike Plan		To be determined	To be determined		
	\$4,515,000	\$1,775,000	\$0	\$30,000	\$23,000
Total State Budget Expenditure -2012-13					
\$6,343,000					