

Wednesday, July 25, 2012

The Honourable Adriana Taylor, MLC,
Legislative Council
Parliament House
Hobart TAS 7000

I write on behalf of Bicycle Tasmania members to lend support to the development of an integrated network of bike infrastructure for southern Tasmania. Bikes are increasingly an important means of transport in cities around the world, including in comparable climates and topographies to southern Tasmania, such as San Francisco (hilly) and Copenhagen (cold and wet). Infrastructure that is suitable for all riders, from 8 years to 80 years, is required to encourage the majority of people to leave their cars at home and instead choose to ride and walk for shorter tripsⁱ.

There are a plethora of statistics around the health and environmental positives of investing in bike infrastructure. These figures vary widely, depending on assumptions, but when the positive factors are added together the net social gain is in the order of AU\$0.25 per cycled kilometer. For purposes of comparison, there tends to be a net social loss of about AU \$0.42 per kilometer driven by carⁱⁱ. The east-west freeway proposal for Melbourne has been mired in controversy around the benefit to cost ratios but there is little disagreement that large road infrastructure development is expensive with long payback times.

We propose that decision-makers in southern Tasmania:

1. Commit in principle to ongoing development of cycling infrastructure,
2. Support a permanent budget for bike infrastructure. Levels of funding are modest compared with other modes, such as roads and rail, but still be high impact in terms of connecting people's homes with their destinations.
3. Prioritise the building of high priority cycle connections, serving high demand routes, such as Morrison Street and Castray Esplanade in Hobart, and cycle routes that connect University of Tasmania staff and students between campuses and from campus to residences.
4. Identify stress points that are discouraging people from moving from one facility to the next, such as the disappearance of the Argyle St bike lanes on the edge of the Hobart CBD
5. Commit to funding the collection of cycling data, including the installation of permanent monitoring locations as well as 'Super Tuesday' counts to indicate where money might be best spentⁱⁱⁱ.

We are happy to meet with you and give you more information.

Yours in anticipation,

A handwritten signature in black ink that reads "Emma Pharo". The signature is fluid and cursive, with the first name "Emma" and the last name "Pharo" clearly distinguishable.

Emma Pharo
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Bicycle Tasmania

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ⁱ Penalosa, G. 2012 <http://www.8-80cities.org/>

ⁱⁱ Business Insider 2012. http://articles.businessinsider.com/2012-03-29/news/31253288_1_bike-copenhagen-green-transportation

ⁱⁱⁱ Hobart Counts 2010, 2011 and 2012

http://www.cyclingsouth.org/index.php?option=com_content&task=view&id=82