



THE GREENS BIKE VISION FOR THE SOUTH WEST REGION

BUNBURY BIKE PLAN 2029

The Greens' plan for making Bunbury a world class city for cycling

For a growing city and region with a perfect climate and environment to cycle, it's time to get serious about providing funding for the world class bike infrastructure and facilities Bunbury and the South West deserve.

The South West region is our largest region by population, with a population of 157,000 people - more than a quarter of our entire regional population (28%). Bunbury is the second largest regional city in WA with a population of almost 35,000. It's also one of the fastest growing cities, and recorded the largest population increase (up 2,600 people) of all the Regions last year.

> THE GREENS VISION

The Greens have a vision for world class bicycle infrastructure and facilities in Bunbury and the South West Region.

This initiative allocates \$3.2 million per year to the South West Region.

Of this we would allocate \$2 million to Greater Bunbury Region.

This could pay for new infrastructure every year including:

- 2 km of new Principle Shared Pathways; or
- 40km of local bike routes; or
- 47km of cross town bike paths; or
- 4.5km of Safe Routes to School and job hubs; or
- 3.3km of Greenways – improved Recreational Shared Paths that link beautiful reserves and natural habitat

This funding could also pay for:

- Better facilities such as parking, lockers and showers in the city centre
- A recurring maintenance budget
- Bike hire schemes in tourist hubs
- Education, encouragement and promotion programs,
- Enforcement measures to make the streets safer for bicyclists, such as safe passing distances

The Greens have allocated \$11.4 million to WA's 9 Regions as a whole for bikes - that's almost six times what the state government has promised in its Draft Bike Plan 2012-21.

The Greens believe bike funding should be funded by the three levels of government and the Royalties for Regions program; in a way that is transparent, long term, and works towards a common and integrated vision.

Costings and more information are tabled on Page 3.

> BUNBURY'S EXISTING BIKE PLANS

There are three existing bicycle plans in the works for Bunbury and the South West Regions which the Greens strongly support.

The **Greater Bunbury Bicycle Master Plan** is currently being implemented after the South West Development Commission and the Shires of Harvey, Dardanup and Capel and City of Bunbury formed a steering committee with relevant government agencies. The 2012 Master Plan links Bunbury CBD to Australind, Eaton and Dalyellup and towns beyond, including Busselton. The plan lists 12 highest priority gaps as Key projects needed – two of which are already under way and funding is being sought for a third.

'**cycle-it bunbury**', the guide to Bunbury cycle paths, was produced in 2009 along with a report on recommended works, guidelines for implementation and the potential benefits of cycling as part of a sustainable transport initiative. Undertaking the proposed works will assist in fulfilling some of the goals of Bunbury's City Vision, creating a healthy and safe community while providing opportunities for growth and development in the region. The Shires of Harvey, Dardanup and Capel each also have their own cycle plan focussing on local path networks.

The **City of Bunbury Cycle Plan** describes some of the proposed infrastructure works and policy recommendations deemed critical to the future operation of the local Bunbury Bicycle Network. These include:



- Creating an efficient (PSP) Principal Shared Path connection between southern end of Spencer Street and Parade Road;
- Installing on-street cycle lanes along both sides of Parade Road into Dalyellup;
- Connect the beachfront shared path with the CBD along Symmons Street;
- Upgrade Stirling Street to include on-street cycle lanes;
- Upgrade Blair Street/Stirling Street intersection to allow bicycle movements;
- Upgrade the width and quality of Estuary Drive cycleway to improve amenity and safety;
- Eliminate gaps in the shared path network, particularly in central locations such as Sandridge Road, Strickland Street and Minnipup Road;
- Improve bicycle infrastructure within Hay Park;
- Discontinuing on-street cycling along Ocean Drive near Back Beach;
- Extend Spencer Street on-street cycling provision through the CBD to Stirling Street;
- Provide connections to developing regions including Davenport, Moorlands and Glen Iris;
- Provide bike parking at new developments and use public buildings to showcase high quality end-of-trip facilities;
- Create a cycling hub with showers, lockers and secure parking to support commuters in the Bunbury CBD; and
- Educate cyclists and road users regarding cycling options and especially safety around cyclists

The Greens also note there are no PSPs in Bunbury, only recreational shared paths. One in particular runs alongside 80km per hour traffic on Koombana Drive - what these paths need is separation to make them safer and turn some of these recreational routes into commuter paths. Specific proposed infrastructure works and policy recommendations deemed critical to the future operation of the Bunbury Bicycle Network includes creating an efficient Principal Shared Path (PSP) connection between southern end of Spencer Street and Parade Road¹.

The Greens support the Greater Bunbury Region Bicycle Master Plan, the local bike plans and other efforts to make Bunbury a world class place for bicycling.

The Greens Bike Vision for Bunbury and the South West could help fund initiatives to bring these plans to reality.

¹ City of Bunbury Bicycle Plan p 105 (map p 64)

> HOW DOES THIS COMPARE TO THE STATE GOVERNMENT'S BIKE PLAN FOR THE REGION?

The Greens Vision provides Bunbury with at least **six times** more funding than the Barnett governments draft Western Australian Bicycle Network Plan 2012-2021.

The Barnett government's bike plan was extremely disappointing for Bunbury and the South West Region.

It only devoted two pages out of 41 to the Regions, and only recommended to

- increase funding to the Regional Bicycle Network Grants from \$750,000pa to \$2m pa, and
- to review cycle facilities in Bunbury and Geraldton.

This means Western Australia's nine Regions have to compete with each other for only \$2m per year.

In August 2012, the Transport Minister announced \$750,000 to complete the dual use path from Busselton to Dunsborough, in his electorate of Vasse. With further funding from the City of Busselton this brings the total to \$1.5m to create a 31km cycle link between Dunsborough and Port Geographe.

One week before the state election, the Liberals promised an additional \$30m towards bicycle infrastructure - but this only went to shred paths in central Perth City.

> WHAT HAVE THE GREENS SAID ABOUT BIKE FUNDING FOR THE REGION?

The Greens welcomed the increase in regional network grants – **but \$2m per year is not nearly enough to provide the infrastructure and facilities our 9 Regions deserve.** This small pool of funding only allows councils to apply for small and patchwork projects rather than the city or precinct scale projects and networks they need.

The Greens also recommended that local cycling groups, school committees and sport and leisure groups alongside formal authorities will be involved in the review process, and that additional funding for this review should be committed.

The Greens submission to the government's Draft Bike Plan can be read at <http://scott-ludlam.greensmps.org.au/content/news-stories/response-wa-bicycle-network-plan-2012-2021>



> COSTINGS FOR THE BUNBURY BIKE VISION

The following costings and examples are based the Greens 2029 Perth Bike Plan.

5 Key planks of the Greens Bike Vision Plan for Bunbury	Indicative Cost per km	\$2m would buy:
Principle Shared Paths: Dedicated 'bike freeways' fully separated from pedestrians and vehicles.	Up to \$1m per km	2km per year
Local bike routes: Well marked on- road local bike routes in low speed, low volume neighbourhood streets	\$50,000	40km per year
Cross-town Bike Paths: Separated on road lanes that will get you anywhere to anywhere using safe routes along district distributor and local distributor roads.	80% on-road lanes at \$35,000/km 20% fully separated on-road paths \$182,000/km	45km on road lanes + 2.2km fully separated on road paths
Safe Routes to School and Major Employment Hubs: Fully separated world class safe on and off road paths to schools and jobs centres.	\$452,000 /km	Almost 4.5km
Greenways / Recreational Share Paths: A continuous world class Recreational Shared Path linking Bunbury's precious natural habitats together through a continuous bike network.	\$600,000/km	3.3km
A suite of 61 Policy initiatives: to overcome the 10 biggest deficiencies in the existing bike network including education, enforcement, and facilities.	Department resources	Department resources

> HOW WOULD WE FUND IT?

The Greens have identified the following cycling funding pool for the Regions:

State funding component: The Greens are advocating 3% of the Transport budget for bicycle infrastructure and facilities. In 2011-12 this was worth \$64.2m. Of this we would allocate **\$4m to the Regions**. The state government is only spending about 0.8 per cent currently²

Federal funding component: The Greens have been campaigning for a dedicated federal bicycle infrastructure budget of \$80m per year, worth \$8m to WA. Of this we would allocate **\$700,000 to the Regions**.

Local government funding: The Greens believe each Local Government Authority in WA's Regions could contribute up to \$5 per capita for bicycle infrastructure. WA's regional population at June 2012 was 554,000 people. This would be worth up to **\$2.77m**

Royalties for Regions: A portion of the Royalties for Regions *Country Local Government Fund* program should be allocated to bike paths and facilities. The CLGF is worth \$543 million from 2008-2013 and specifically designed to deliver local infrastructure including roads and cycleways. We would allocate **\$4m pa**

Total funding pool: \$11.4m pa for WA's 9 Regions

² Hansard Estimates and Financial Operations 3 Jul 12 p 12