



Minister for Roads and Ports

18 DEC 2008

Mr Harry Barber
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Our Ref:

Dear Mr Barber *Harry,*

I am writing to you following our meeting on 12 December 2008 regarding the investment in cycling in the Victorian Transport Plan (VTP).

The VTP includes a \$100 million commitment to cycling infrastructure over the next 12 years, in addition to a \$10 million Regional Rail Trail program and \$5 million towards the establishment of a Melbourne bicycle hire scheme. This is in addition to the \$32 million provided for in *Meeting our Transport Challenges*. It is also complemented by funding of \$4 million a year towards cycling in the VicRoads annual budget.

The VTP investment is the largest investment in the State's history. As we discussed, from the commencement of the VTP, cycle infrastructure program in 2009-10 until the end of the 2013-14 financial year, the Government will dedicate an average of \$18 million a year towards cycling infrastructure.

While the \$100m included in the Victorian Transport Plan is a significant increase in expenditure on cycling, it is important to remember that this amount does not represent the total investment on cycling in Victoria by the Brumby Government over the next decade.

The Government will be releasing a Cycling Strategy in early 2009, and a key element of the Strategy will be the incorporation of cycling infrastructure into road investment, in most cases as a matter of course. This will mean that cycling facilities will be developed and upgraded during major roads projects (as was the case for the Craigieburn Bypass and Eastlink); during upgrades to metropolitan arterial roads as part of the \$1.9 billion Outer Suburban Arterial Roads Program; and through the \$60 million Urban Road Management Systems program.

I will also be working with my Ministerial colleagues to take every opportunity to enhance Victoria's cycling facilities where there are synergies with other Government programs. For example, the successful roll-out of bicycle cages at train stations by my colleague the Minister for Public Transport. In addition, I have asked the Department of Transport to pursue opportunities with other agencies, such as Melbourne Water, to take advantage of other opportunities.

The intention of all of these initiatives is to make investments to support cycling as part of mainstream Government business. Cycling should not be considered an "optional extra" as a transport choice and needs to be supported, both with dedicated programs and through the broad acceptance of routine bicycle investments as part of related programs. Between the VTP and the forthcoming Cycling Strategy, I am confident the State Government will meet both of these needs.

Thank you for meeting with me to discuss this important issue. I look forward to a continued constructive relationship between Bicycle Victoria and the State Government.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tim Pallas', written in a cursive style.

Tim Pallas MP
Minister for Roads and Ports