In partnership with

aspa
Asia-Pacific
Society for
Physical Activity

We Ride! AUSTRALIA

THREE TRANSPORT PRIORITIES

2022 Australian Federal Election

1. LOWER DEFAULT SPEED LIMITS
2. 150OM SCHOOL ZONES
3. E-BIKE PURCHASE SUBSIDY

Why? Because "business as usual" transport costs Australia **$57 billion/yr***

* Due to road traffic crashes[1], congestion[2] & physical inactivity[3]

ADD YOUR SUPPORT aspactivity.org/three-transport-priorities

@ASPActivity

WHAT?

Federal government uses its funding to support states and territories to adopt **lower default urban speed limits in residential areas, shopping streets and school zones** (on non-arterial local roads), accompanied by enforcement and public education.

1 LOWER DEFAULT SPEED LIMITS

WHY?

- Speed is the **number one cause** of motor vehicle crashes.[4,5]
- Each year there are more than **39,000 serious injuries[6] and 1,100 deaths** on Australian roads and paths.[6]
- **Local businesses benefit** from low-speed walking friendly streets.[7]
- In Australia, **13% of crashes could be avoided** by reducing speed limits to 30km/h on non-arterial urban streets, resulting in a national **economic benefit of $3.5 billion/yr**[8]
- Two-thirds (64%) of **Australians support lowering speed limits** in residential areas.[9]
- Reducing speed limits to 30km/h is **globally recognised** as key to saving lives.[10]
- A growing number of global **case studies show the benefits** of reducing default urban speed limits to 30km/h, cost-effectively reducing crashes, and, supporting people to walk and for ride short journeys.[10]
- Lower speed environments support walking and cycling, reduce traffic congestion, crashes, air and noise pollution, and support physical activity.[11]

1. Australian Government. Infrastructure Australia. Urban Transport Crowding and Congestion. ISBN: 978-1-925352-43-6
2. Economic Connections and the Australian Automobile Association. Cost of Road Trauma in Australia. Summary Report. 2017.
3. Crosland, P., Ananthapavan, J., Davison, J., Lambert, M. and Carter, R. (2019). The economic cost of preventable disease in Australia: a systematic review of estimates and methods. ANZJPH, 43: 484-495.
4. NSW Road Safety Strategy 2012–2021. Fatalities by behavioural factors. 2012. Accessed 02/09/2021.
5. Scott R, Mackie H. Speed vs Casualty Risk Curves - Analysis of Evidence and Consideration for Updated Curves. Prepared for NZ Transport Agency by Mackie Research and Consulting Ltd. 2014.
6. Bureau of Infrastructure and Transport Research Economics (BITRE). 2021. Road trauma Australia 2020 statistical summary. BITRE, Canberra ACT.
7. National Heart Foundation of Australia. Good for BusineSS: The benefits of making streets more walking and cycling friendly. Discussion paper. 2011.
8. van den Dool, D., Tranter, P., Boss, A. Safe-Street Neighbourhoods: the role of lower speed limits. Road Safety Policy & Practice. Journal of the Australian College of Road Safety. 28(3). 2017.
9. National Heart Foundation of Australia. What Australia Wants – Living locally in walkable neighbourhoods. 2020. First published 2020.
10. Stockholm Declaration: Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030. Stockholm, 19-20 February 2020.
11. United Nations. Streets for Life. #Love30. Building Streets for Life, It Starts With 30km/h. Urban speed limits around the world. 2021. Accessed 02/09/2021.

WHAT?

Federal government uses its funding to support states and territories to **implement safe routes and pedestrian priority crossings within 500-1500 metres of all schools** with designated 'no drop off' zones adjacent to, or within, school grounds to enhance safety for all students.*

2 1500M SCHOOL ZONES

WHY?

- Four decades ago, **3 out of 4** Australian children walked or rode to school. Today, just **1 out of 4** walk or ride.[1]
- More than **two-thirds (71%) of Australian kids live within 5km of their school** and 57% live within 3km or less.[1]
- Giving 3.7 million school-aged kids in Australia an active start to life can support them to remain active as adults[2] and to develop independent mobility skills.[3]
- Research suggests **1500-2000m is the ideal distance** to walk or cycle to school.[3]
- **For the cost of the 9km Sydney NorthConnex** tunnel ($3 billion), Australia could build an **additional signalised pedestrian crossing within 1500m of every school in the country.**[4,5]
- Half of Australian **parents have safety concerns** about letting their child walk or ride to school.[1]
- School pick-up is the **most dangerous time of the day** on Australian roads.[6]
- A road traffic crash is the **number one cause of death** for Australian children.[7]

*Designated school drop-off zones adjacent to or within schools should be made accessible for people living with a disability and is included as part of this priority.

1. Australia Progress Report Card on Active Transport for Children and Young People. Adelaide, South Australia: Active Healthy Kids Australia.
2. Telama R. Tracking of physical activity from childhood to adulthood: a review. Obesity facts. 2009;2(3):187-95.
3. Carver A, Panter J, Jones A, Sluijs E. Independent mobility on the journey to school: A joint cross-sectional and prospective exploration of social and physical environmental influences. JoPH. 2014;1:25–32.
4. $3 billion NorthConnex opens. Prime Minister of Australia, Media Release, 30 October 2020.
5. P Murray, M Kelly, and L Connell (2018). Urban Design Study – Active Travel to School. Architectus (Sydney). Prepared for the Heart Foundation (2018).
6. AAMI Crash Index (2020). Data from 2018-2019. Analysis of accident insurance claims. Accessed 02/09/2021.
7. Australian Institute of Health and Welfare 2021. Deaths in Australia. Cat. no. PHE 229. Canberra: AIHW. Accessed 02/09/2021.
8. Duncan S, White K, Mavoa S, Stewart T, Hinckson E, Schofield G. Active Transport, Physical Activity, and Distance Between Home and School in Children and Adolescents. JPAH. 2016;13(4):447-53.

WHAT?

Federal government funds a **25% subsidy (up to $1000) for the purchase of an e-bike**, applied at the point of retail purchase.

3 E-BIKE PURCHASE SUBSIDY

WHY?

- Current Australian subsidies on e-vehicles exclude e-bikes.[1,2]
- **Latest modelling shows a return on investment of $2.61 and $3.11** respectively for each dollar invested in $1000 and $500 subsidies.[3]
- Upfront **purchase price is one of the main barriers** to the uptake of e-bikes.[4]
- E-bikes help reduce **congestion, parking frustration, road traffic crashes and physical inactivity.**
- E-bikes can **support Australia's transition** from fossil fuel dependent cars **to an e-fleet.**
- Purchasing subsidised e-bikes is accessible and **affordable for those with lower incomes.**

1. Zero emissions vehicles. Victorian Subsidy Program – providing individual subsidies at the point of purchase for electric vehicles. Accessed 02/09/2021.
2. NSW Government. Rebates for electric vehicle purchases. 3,000 rebates for the first 25,000 new electric vehicles. Abolition of stamp duty for electric vehicles. Save eligible EV purchasers up to $5,540. Accessed 02/09/2021.
3. Fishman, E. and Davies, L. E-Bike Subsidy for Australians (2021) Institute for Sensible Transport, Melbourne, Australia VIC 3066 (in press)
4. MacArthur, John, Christopher Cherry, Michael Harpool and Daniel Schepple.. A North American Survey of Electric Bicycle Owners. NITC-RR-1041. Portland, OR: Transportation Research and Education Center (TREC), 2018.

THREE TRANSPORT PRIORITIES

2022 Australian Federal Election

1 LOWER DEFAULT SPEED LIMITS

2 150OM SCHOOL ZONES

3 E-BIKE PURCHASE SUBSIDY

Supported by an alliance

aspa Asia-Pacific Society for Physical Activity

We Ride! AUSTRALIA

Amy Gillett FOUNDATION Safe together

ACHPER Australian Council for Health, Physical Education and Recreation

ACRS AUSTRALASIAN COLLEGE OF ROAD SAFETY

Australian HEALTH PROMOTION Association

30 PLEASE

Public Health Association AUSTRALIA

SAFE STREETS TO SCHOOL AUSTRALIA

AUSCYCLING

TELETHON KIDS INSTITUTE Discover. Prevent. Cure.

Heart Foundation

CLIMATE COUNCIL

Three Transport Priorities. Prepared for the 2022 Australian Federal Election. Asia-Pacific Society for Physical Activity, in partnership with WeRide Australia and an alliance of public health, transport, education and climate organisations. February 2022. Available from: aspactivity.org/three-transport-priorities