THREE TRANSPORT PRIORITIES
2022 Australian Federal Election

1. LOWER DEFAULT SPEED LIMITS
2. 1500M SCHOOL ZONES
3. E-BIKE PURCHASE SUBSIDY

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

* Due to road traffic crashes¹, congestion¹ & physical inactivity¹

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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.

WHY?

- Speed is the number one cause of motor vehicle crashes.¹ ²
- Each year there are more than 39,000 serious injuries⁴ and 1,100 deaths on Australian roads and paths.⁸
- 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.¹¹
- 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.¹²
- 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.¹³

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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.*

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 adults² 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

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

WHY?
- Current Australian subsidies on e-vehicles exclude e-bikes.¹
- Latest modeling shows a return on investment of $2.61 and $3.11 respectively for each dollar invested in $1000 and $500 subsidies.³
- 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.
- Upfront purchase price is one of the main barriers to the uptake of e-bikes.⁴
- Purchasing subsidised e-bikes is accessible and affordable for those with lower incomes.

¹. E-bikes are not included under the Federal Government’s Electric Vehicle Tariff Subsidy Program.
². Latest data from SAWC (2018) shows that for every $1000 spent on an electric vehicle, $2.61 of economic benefit is generated.
³. Latest data from SAWC (2018) shows that for every $500 spent on an electric vehicle, $3.11 of economic benefit is generated.
⁴. A study by the University of California, Berkeley, found that e-bikes are more accessible and affordable than traditional bicycles for people with lower incomes.
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