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Asia-Pacific
Society for
Physical Activity



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, congestion² & physical inactivity³

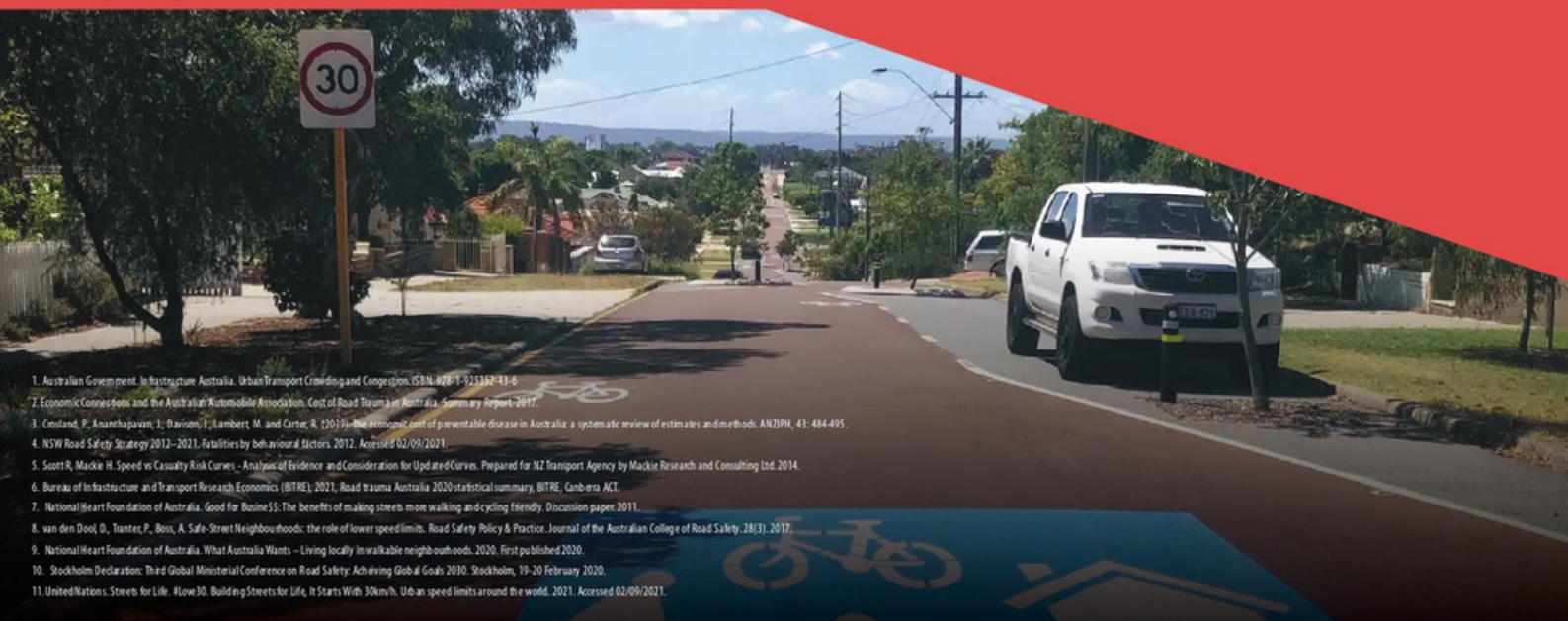
WHAT?

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 injuries⁶ 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/yr⁸**
- 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



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5. Scott, R., Mackie, R. Speed vs Causality Risk Curves - Analysis of Evidence and Consideration for Updated Curves. Prepared for NZ Transport Agency by Mackie Research and Consulting Ltd. 2014.

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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 Glob. Goals 2030. Stockholm, 19-20 February 2020.

11. United Nations. Streets for Life. #Slow30. 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 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
- *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



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3. Carver A, Panter J, Jones A, Shaps E. Independent mobility on the journey to school: A joint cross-sectional and prospective exploration of social and physical environmental influences. JofH. 2014;1:25-32.

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5. P. Murray, M. Kelly, and L. Connell (2018). Urban Design Study – Active Travel to School. Architects (Sydney). Prepared for the Heart Foundation (2018).

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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 VC 3066 (in press)

4. MacArthur, John, Christopher Cherry, Michael Harpool and Daniel Scheppele. A North American Survey of Electric Bicycle Owners. NITC-RR-1041. Portland, OR: Transportation Research and Education Center (TREC), 2018.

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Supported by an alliance



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