

Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

Response received at:

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Yes
- 5 First name
Not answered
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- 9** Who are you answering on behalf of?
Organisation
- 10** Organisation name
We Ride Australia and The Australian bicycle organisations
- 11** What best describes you or your organisation?
Not answered
- 12** What sector do you represent?
Not answered
- 13** What state or territory do you live in?
Australian Capital Territory
- 14** Postcode
2607
- 15** What area best describes where you live?
City
- 16** 1. Do you support the proposed guiding principles?
Not answered
- 17** 1.1 Please add details to your response.
Not answered
- 18** 2. Do you support the use of the avoid-shift-improve framework as a tool to identify opportunities for abatement?
Not answered

- 19** 2.1 Please add details to your response.
Not answered
- 20** 3. Do you agree the development of a national policy framework for active and public transport will support emissions reduction?
Not answered
- 21** 3.1 Please add details to your response.
Not answered
- 22** 4. What should be included in a national policy framework for active and public transport and how should it be developed?
Not answered
- 23** 5. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure the movement of people contributes to transport emissions reduction?
Not answered
- 24** 6.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure that the movement of goods contributes to transport emissions reduction?
Not answered
- 25** 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?
Not answered
- 26** 7. Do you agree with the proposed net zero pathway for light road vehicles?
Not answered

- 27 7.1 Please add details to your response.
Not answered
- 28 8. The Australian Government is currently developing an Australian New Vehicle Efficiency Standard and has already begun to implement actions in the National Electric Vehicle Strategy.8.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce light vehicle emissions?
Not answered
- 29 8.2 How would these actions address the identified challenges and opportunities to reduce light vehicle emissions?
Not answered
- 30 9. Do you agree with the proposed net zero pathway for heavy road vehicles?
Not answered
- 31 9.1 Please add details to your response
Not answered
- 32 10. The proposed pathway for heavy road vehicles relies on a mix of battery electric, hydrogen fuel-cell and low carbon liquid fuels.Rank from 1 to 3, the order in which these should be prioritised for emissions reduction.
Not answered
- 33 10.1 Please add details to your response. Why did you rank them in that order?
Not answered
- 34 11. What role should low carbon liquid fuels play in the heavy vehicle

decarbonisation?

Not answered

- 35 12. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce heavy vehicle emissions?

Not answered

- 36 13. Do you agree with the proposed net zero pathway for rail?

Not answered

- 37 13.1 Please add details to your response.

Not answered

- 38 14. The proposed pathway for rail relies on a mix of battery electric, hydrogen fuel-cell and low carbon liquid fuels. Rank from 1 to 3, the order in which these should be prioritised for emissions reduction.

Not answered

- 39 14.1 Please add details to your response. Why did you rank them in that order?

Not answered

- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?

Not answered

- 41 16. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce rail emissions?

Not answered

- 42 16.1 How would these actions address the identified challenges and

opportunities to reduce rail emissions?

Not answered

43 17. Do you agree with the proposed net zero pathway for maritime?

Not answered

44 17.1 Please add details to your response.

Not answered

45 18. The Australian Government is engaging in consultation as part of the development of the Maritime Emissions Reduction National Action Plan and those consultations will also inform the final Roadmap and Action Plan. 18.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce maritime emissions?

Not answered

46 18.2 How would these actions address the identified challenges and opportunities to reduce maritime emissions?

Not answered

47 19. Do you agree with the proposed net zero pathway for aviation?

Not answered

48 19.1 Please add details to your response.

Not answered

49 20. The Australian Government has already engaged in consultation on aviation decarbonisation through the development of the Aviation White Paper and those consultations will also inform final Roadmap and Action Plan.

Not answered

- 50 20.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce aviation emissions?
Not answered
- 51 21. Do you agree with the proposed net zero pathway for transport infrastructure?
Not answered
- 52 21.1 Please add details to your response.
Not answered
- 53 22. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce transport infrastructure emissions and ensure that transport infrastructure is ready for and enables low-emission transport modes?
Not answered
- 54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions?
Not answered
- 55 23. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure the energy mix is ready to support transport emissions reduction?
Not answered
- 56 24. How should the use of low carbon liquid fuels (LCLFs) be prioritised across different transport modes over time to achieve maximum abatement?
Not answered

- 57 25. What are the best ways for the Australian Government to work collaboratively with industry, business, governments and communities to implement the proposed pathways?
Not answered
- 58 25.1 What are good domestic or international examples of partnership and collaboration on transport and transport infrastructure emissions reduction that could inform the final Roadmap and Action Plan?
Not answered
- 59 25.2 What opportunities can Government leverage to show leadership in Australia and internationally?
Not answered
- 60 26. What measures and metrics should be used to evaluate the final Transport and Infrastructure Net Zero Roadmap and Action Plan?
Not answered
- 61 26.1 What other data and evidence could governments use and how could this offer further insights on the pace, scale and location of transport emissions reduction pathways?
Not answered
- 62 27. Do you have any feedback on the proposed review process?
Not answered
- 63 28. Do you have any further feedback on the Consultation Roadmap and proposed pathways?
Not answered
- 64 28.1 Is there anything missing? Are the sections appropriately integrated? Is the Roadmap appropriately ambitious?
Not answered

- 65 29. Is there any further information or documentation that you wish to be considered with your submission?
Not answered
- 66 Would you like to upload a document?
Yes
- 67 Have you removed any identifying information from your submission?
Yes
- 68 Upload a submission
2024_March_Inquiry_into_the_transition_to_electric_vehicles_-_Aust_Bicycle_Organisations_Submission.pdf
- 69 Upload a submission
2024_March_Inquiry_into_the_transition_to_electric_vehicles_Aust_Bicycle_Organisations_Submission.1b26707d_Redacted.pdf
- 70 Upload supporting file
Australian bicycle organisations submission to CCA 2024 Issues paper_Final b.pdf
- 71 Upload supporting file
Australian_Bicycle_Organisations_Submission_to_National_Urban_Policy_2024_Final.pdf



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Mr Tony Zappia MP
Chair, Standing Committee on Climate Change,
Energy, Environment and Water
PO Box 6021
CANBERRA ACT 2600

Via email: CCEEW@aph.gov.au

RE: Inquiry into the transition to electric vehicles

Friday, 22 March 2024

Dear Mr Zappia,

The signatories to this submission are pleased to provide a submission to the Inquiry into the transition to electric vehicles (EVs).

The Australian bicycle sector

The Australian bicycle organisations co-signing this submission are pleased to present responses and information to the Inquiry into the transition to electric vehicles to assist the Committee consider ‘the necessary resources, systems and infrastructure for this transition and the impacts of moving away from traditional vehicles’.

These organisations have a combined national membership of 141,500 and represent the 9.52 million Australians who rode a bike in 2023¹.

This submission is tendered on behalf of the following Australian bicycle organisations: AusCycling, Bicycle Network, Bicycle NSW, Bicycle Queensland, Bike SA, Pedal Power ACT, We Ride Australia and WestCycle.

I. INQUIRY RESPONSE

Australia is seeking to capture the opportunities for an orderly transition to transport electrification and provide access to the best transport technologies to not only meet our emissions targets but also provide equitable and affordable mobility options for all Australians.

In addressing the terms of reference for this inquiry, we acknowledge the importance of ensuring the transition to EVs is facilitated and encouraged through targeted action nationally and in particular, for those Australians who must travel significant distances in regional and remote parts of the country.

¹ https://www.cwanz.com.au/wp-content/uploads/2023/08/NWCPS_2023_report_v1.3.pdf, accessed on 20 March 2024.

We are concerned however that the terms of reference for this inquiry nowhere mention any mode other than EVs.

While the inquiry is considering resources and infrastructure to ensure EVs provide a viable alternative to internal combustion engine (ICE) vehicles, the decarbonisation of our national transport fleet must also include consideration of sensible alternatives.

Indeed, our transport system has characteristics that suit adoption of active transport (walking and cycling) with around half of all trips for all purposes 5 kilometres or less and a third just 3 kilometres or less. In Sydney alone, 2 million trips every day are less than 2 kilometres².

As a sector, we have previously called on the Government³ to plan for a multi-modal approach that leverages the accessibility, cost-effectiveness and ultra-low or zero emissions of active transport and light electric vehicles – walking and cycling including e-bikes, adaptive mobility and e-cargo bikes – as part of the strategic approach to decarbonising our transport system.

Policy and investment to boost active transport addresses many of the terms of reference of this inquiry. An increase in active transport trips would:

- Reduce pressure to establish the resources, systems and infrastructure required to support the transition to EVs
- Reduce the impact on the environment – one Tesla (long range battery) contains approximately the same number of cells as 147 e-bike batteries
- Increase the opportunities to reduce the cost of transport for Australian families
- Reduce the impact on electricity consumption and demand
- Reduce the scale required for expanded EV battery manufacturing, recycling, disposal and safety
- Reduce the impact of Australia’s limited EV supply compared to peer countries as e-bikes are not as supply constrained, are much cheaper and bikes in general are present in almost every household, and
- Light electric vehicles, e-bikes and adaptive e-assist trikes provide cheaper, more equitable mobility options for the many Australians who are currently excluded from driving cars due to disability, exclusion, cost or age.

We ask that the Inquiry note that multiple modes will contribute to the Government’s NetZero agenda for transport and that cycling can contribute to many of the Terms of Reference.

II. Mode shift – a vital complimentary decarbonisation strategy

Rapid decarbonisation of the transport system is likely to require more than simply exchanging an ICE car with an EV. Perpetuation of our car-based transport system also perpetuates poor road safety outcomes, traffic congestion, ongoing particulate pollution from car tyres and poor liveability in our suburbs.

2

<https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/HTS%20Report%20Sydney%202012-13.pdf>, accessed on 22 March 2024.

³ See submission to National Electric Vehicle Strategy here: <https://www.weride.org.au/policy-planning/australian-bicycle-organisations-join-with-weride-for-national-submission/>

Modelling by the Climate Council in their report *Shifting Gear: The path to cleaner transport*⁴ demonstrated how our choices in personal transport can contribute to a rapid reduction in carbon emissions this decade if we facilitate mode shift.

Such is the potential for rapid and affordable transformation of our transport system with e-bikes, that the University of Oxford's Christian Brand has stated⁵ that '*cycling is ten times more important than electric cars for reaching net-zero cities*'.

II. We ask that the Inquiry note that the opportunity to broaden the focus to a transition leveraging both active transport and EVs is significant with active transport already contributing significant benefits as part of our transport system.

III. Cost of living

With national attention focused on a 'cost of living crisis' attention is appropriately focused on lowering the cost of the transition to EVs and on measures to save Australians through introduction of a fuel efficiency standard.

The Australian Automobile Association's latest edition of the Transport Affordability Index⁶ shows the typical Australian household is now spending 14.6 per cent of their budget on transport costs. This is the highest percentage since the Index commenced five years ago.

The proportion of Australians 15 yrs and over with a driving license is just 77%⁷ and a focus on EVs to the exclusion of other modes ignores the fact that more than one in five Australians do not drive, whether due to cost, disability or other reason. This statistic also does not account for the nations children who are predominantly driven to school.

Active transport and shared transport are equitable and highly cost-effective options that both lower cost of living pressures and provide accessible options for those excluded from driving cars.

As mentioned above, around half of all trips for all purposes are 5 kilometres or less and a third are just 3 kilometres or less, distances that are eminently suitable for walking and cycling, and especially when the latest e-bikes and adaptive mobility machines are taken into account.

⁴ [Shifting gear: The path to cleaner transport | Climate Council](#), accessed on 20 March 2024.

⁵ <https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>, accessed on 20 March 2024.

⁶ <https://www.aaa.asn.au/wp-content/uploads/2021/05/Transport-Affordability-Index-Q1-2021-v.2.pdf>, accessed on 20 March 2024.

⁷ <https://www.abs.gov.au/census/find-census-data/quickstats/2021/701041037>, accessed on 20 March 2024.

III. We ask this inquiry to recognise that mode shift to active transport provides significant cost of living relief as well as equitable and accessible transport options and is a vital component of the decarbonisation of our transport system and that it should be facilitated in all government policy and investment programs.

IV. Carbon reduction and wider benefits

In 2022, WeRide’s *Australian Cycling and e-Scooter Economy Report*⁸ revealed bike commuters avoided:

- 514,096 tonnes of carbon dioxide (tCO₂e) emitted through avoided car trips (mode shift), which was the equivalent of taking 207,000 cars off the road for a year (this figure is 10 times greater than the number of EVs sold⁹), and
- 2.2m kg of air pollutants avoided over the year.

In terms of the wider benefits of this mode shift, cycling also contributes significantly to our health, economy, jobs and regional development. In 2022, the bicycle sector:

- contributed \$16.9 billion to the Australian economy
- Supported 60,000 FTE jobs
- Contributed \$954 million in health and social benefits, and
- \$1.9 billion through cycle tourism (mainly to regional economies)¹⁰.

IV. We ask that the Inquiry notes that a transition that includes a focus on active transport as well as to EVs has the potential to accelerate decarbonisation of the transport system and provide a range of wider benefits to health, equity, accessibility and the environment.

V. Incentives for mode shift

The impact of incentives to boost the uptake of e-bikes to promote mode shift has been modelled.

Following the release of the latest Australian Transport Assessment and Planning Guidelines by Austroads the modelling study identified that providing direct incentives for the purchase of e-bikes returned \$7 for every dollar invested¹¹.

The benefits identified in the modelling included:

- Air pollution
- Congestion

⁸ https://www.weride.org.au/wp-content/uploads/2023/11/The_Australian_Cycling_and_e-scooter_Economy_in_2022_WeRide_and_EY_2023_Report_Final_web.pdf, accessed on 20 March 2024.

⁹ <https://www.fcai.com.au/news/index/view/news/787>, accessed on 20 March 2024.

¹⁰ https://www.weride.org.au/wp-content/uploads/2023/11/The_Australian_Cycling_and_e-scooter_Economy_in_2022_WeRide_and_EY_2023_Report_Final_web.pdf, accessed on 20 March 2024.

¹¹ <https://www.weride.org.au/policy-planning/new-data-on-e-bike-incentives-released/>, accessed on 20 March 2024.

- Noise pollution
- Health
- Car user costs
- Economic benefit per km travelled
- Infrastructure costs
- Journey ambience, and
- Parking costs.

Incentive programs are already being offered across comparator OECD countries. There are over 300 tax and purchase incentive programs across Europe.¹² and 168 in North America.¹³

In Australia, the Tasmanian Government.¹⁴ and the Cities of Adelaide.¹⁵ and Holdfast Bay.¹⁶ in South Australia are leading with incentives to get more residents using e-bikes for local trips.

In order to boost transport decarbonisation, the Australian cycling sector has previously argued.¹⁷ that the Commonwealth should provide parity of treatment for light electric vehicles (LEVs) such as e-bikes with its legislated treatment of EVs for FBT relief and other incentives.

V. We call on this inquiry to find that parity of treatment with incentives for EVs should be provided to LEVs.

VI. Australia ready to move on mode shift.

Research conducted by Monash University has shown that Australians would be willing to consider cycling for transport in greater numbers than previously thought. A team led by Dr Lauren Pearson found that up to 78% of respondents in their research.¹⁸ were interested in riding a bike but had particular barriers preventing them doing so.

In 2023, 9.52 million Australians rode a bike and 3.88 million Australians did so in a typical week.¹⁹ This familiarity with cycling represents a huge cohort which could conceivably consider cycling for transport, reduce pressure on increasingly congested roads and contribute to the NetZero transport task.

Our children would benefit from a transition to cycling (to school) again.

¹² https://ecf.com/resources/financial-incentives?country_region=All&g=All&b=3, accessed on 20 March 2024.

¹³ <https://trec.pdx.edu/e-bike-research>, accessed on 20 March 2024.

¹⁴ <https://www.service.tas.gov.au/services/government-help-and-support/concessions-and-discounts/apply-for-an-electric-vehicle-or-e-mobility-rebate>, accessed on 20 March 2024.

¹⁵ <https://www.cityofadelaide.com.au/about-council/grants-sponsorship-incentives/incentives-for-sustainability/>, accessed on 20 March 2024.

¹⁶ <https://www.holdfast.sa.gov.au/e-bikes-added-to-green-living-rebates-on-offer>, accessed on 20 March 2024.

¹⁷ [Australian bicycle organisations join with WeRide calling for national strategy to include bikes | We Ride Australia](#), accessed on 20 March 2024.

¹⁸ [Barriers and enablers of bike riding for transport and recreational purposes in Australia — Monash University](#), accessed on 20 March 2024.

¹⁹ https://www.cwanz.com.au/wp-content/uploads/2023/08/NWCPS_2023_report_v1.3.pdf, accessed on 20 March 2024

A recent 2023 report identified that 25% of the morning peak on Melbourne’s roads between 8am and 9am were to a primary or secondary school²⁰.

With fewer than one quarter of Australian children meeting the national guidelines for the recommended levels of daily physical activity needed for optimal health and wellbeing²¹, it is clear that simply focusing on the transition to EVs does nothing to address some of the significant issues with cars around the school gate, congestion during peak hours and resulting road safety concerns around our schools.

VI. We call on the Inquiry to recognise that significant impact in mode shift could be made in specific categories of transport trips, local trips and the daily trip to education in particular and that targeted measures could significantly change the passenger transport task in these instances to one of low or zero emissions active transport.

CONCLUSION

We support the House of Representatives Standing Committee on Climate Change, Energy, Environment and Water’s inquiry into the transition to electric vehicles as an important and necessary review and exploration of resources, systems and infrastructure for this transition and the impacts of moving away from traditional vehicles.

This includes our support for a fuel efficiency standard.

Key Recommendations

- I. We ask that the Inquiry note that multiple modes will contribute to the Government’s NetZero agenda for transport and that cycling can contribute to many of the Terms of Reference.
- II. **Mode Shift:** We ask that the Inquiry note that the opportunity to broaden the focus to a transition leveraging both active transport and EVs is significant with active transport already contributing significant benefits as part of our transport system.
- III. **Cost of Living:** We ask this inquiry to recognise that mode shift to active transport provides significant cost of living relief as well as equitable and accessible transport options and is a vital component of the decarbonisation of our transport system and that it should be facilitated in all government policy and investment programs..
- IV. **Carbon Reduction:** We ask that the Inquiry notes that a transition that includes a focus on active transport as well as to EVs has the potential to accelerate decarbonisation of the transport system and provide a range of wider benefits to health, equity, accessibility and the environment.
- V. **Incentives for Mode Shift:** We call on this inquiry to find that parity of treatment with incentives for EVs should be provided to LEVs.

²⁰ https://www.victoriawalks.org.au/Assets/Files/Walking_in_Melbourne_2023_update.pdf, accessed on 20 March 2024.

²¹ <https://achper.vic.edu.au/achper/public/news/news-items/2022-Australian-Physical-Activity-Report-Card-released.aspx>, accessed on 20 March 2024.

VI. **Australia ready to move on Mode Shift:** We call on the Inquiry to recognise that significant impact in mode shift could be made in specific categories of transport trips, local trips and the daily trip to education in particular and that targeted measures could significantly change the passenger transport task in these instances to one of low or zero emissions active transport.

We are concerned that the terms of reference exclude active transport modes that are a vital part of the transport mix if we are to meet our transport decarbonisation target by 2030 and 2050.

We urge the Committee to consider incentives for active transport as part of the transition to EVs and we thank you for the opportunity to provide input to the Inquiry.

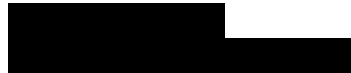
Submission contact:

Stephen Hodge

Director – National Advocacy

We Ride Australia

ACNC 75 618 071 855



This submission is tendered on behalf of the following Australian bicycle organisations:



AusCycling



Bicycle Network



Bicycle NSW



Bicycle QLD



Bike SA



Pedal Power (ACT)



WeRide



WestCycle

Submission to the Climate Change Authority 2024 Issues paper; *Targets, Pathways and Progress*

Tuesday, 21 May 2024

A submission from the Australian bicycle sector

The Australian bicycle organisations signing this submission are pleased to present responses and information in response to the Climate Change Authority 2024 Issues paper: *Targets, Pathways and Progress*.

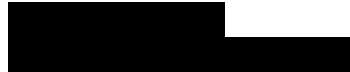
We thank you for the opportunity to provide input to the consultation.

Kind regards,

Stephen Hodge

Director – National Advocacy

We Ride Australia, ACNC 75 618 071 855



This submission is tendered on behalf of the following Australian bicycle organisations



AusCycling



Bicycle Network



Bicycle NSW



Bicycle QLD



Bike SA



Pedal Power (ACT)



WeRide



WestCycle

Submission to the Climate Change Authority 2024 Issues paper: *Targets, Pathways and Progress.*

Introduction

The Australian bicycle organisations co-signing this submission are pleased to provide a considered contribution to the urgent task facing us – the need to decarbonise our economy, starting with our fossil fuel-dependent transport sector. We are concerned by the current lack of consideration of active transport in the transport decarbonisation discourse in Australia.

Australia has the opportunity to rapidly transition to a low-emissions transport system if the mode share for public and active transport – walking and cycling – receives a significant boost in funding and support. Countries in Europe, Asia and beyond that have ramped up investment in recent years in active transport modes are already experiencing environmental, equity, accessibility and affordability benefits. Australia can learn from and use these success stories to inform our transport decarbonisation roadmap.

As AusCycling, Bicycle Network, Bicycle NSW, Bicycle Queensland, Bike SA, Pedal Power ACT, We Ride Australia and WestCycle, we represent a combined national membership of 141,500 as well as the 9.52 million Australians who rode a bike in 2023¹. Importantly, we also represent the large cohort of Australians who would take up riding a bike for transport if provided with a safe, connected network of active transport infrastructure.

The Climate Change Authority's 2024 Issues paper: *Targets, Pathways and Progress*² outlines the over-sized emissions profile of road transport at 87% of transport emissions. Unfortunately, the paper ignores an entire class of vehicles that are familiar and accessible to most Australians and capable of supporting a significant proportion of trips undertaken in cities and towns.

Our response highlights the opportunity active transport provides for reducing emissions in the transport sector, while also improving population health and community amenity and addressing cost of living and equity concerns related to the existing transport system.

Making it easier for ordinary people to use low-cost, low-emissions, safe and broadly accessible transport modes for their daily travel is proven to be an economically rational response to the need to reduce emissions in the transport sector and transition towards a resilient, climate responsive transport system.

Contrary to the framing provided in the Issue Paper, we don't see the task of responding to climate change as being about ambition; rather, it's about necessity. The Authority has an opportunity to consider targets and actions that will ensure the impacts of climate change on the Australian community are minimised and result in a rapid reduction in emissions.

¹ https://www.cwanz.com.au/wp-content/uploads/2023/08/NWCPS_2023_report_v1.3.pdf, accessed on 20 March 2024.

² <https://storage.googleapis.com/files-au-climate/cca/p/prj2d33336e5a90d264a70605/page/Issues%20paper%20-%20Targets,%20Pathways%20and%20Progress.pdf>, accessed on 8 May 2024.

This means setting targets based on the advice provided by the IPCC and undertaking actions to reduce emissions that simultaneously build community and individual resilience. Investing in active transport is clearly one such action.

The context for active transport

Across Australia, investment in active transport infrastructure as a proportion of the overall transport spend is typically less than 2%.³

Unsurprisingly, this level of investment is reflected in the decline in children's active travel to school, from around 75% to 25% in the past 40 years. Only 4.5% of journeys to work are undertaken by riding a bike or walking.^{4,5}

The good news is that these trends can be turned around with the right level of investment in active transport infrastructure and policies. While passenger vehicles contribute around 10% of Australia's total emissions, or around 26% of those from the transport sector, most trips undertaken by car in Australian cities are less than 5km. In Sydney, more than two million car trips are less than two kilometres,⁶ while in Perth of 4.2 million daily car trips, 2.8 million, or around two thirds, are less than 5km.⁷

In Melbourne, trips for commutes, errands, leisure and more average 4.3km. In the ACT, the median distance for all trips is 4.9km.⁸ These are distances easily accomplished by most people on bikes and e-bikes in 10 – 20 minutes.

The Climate Council has called for 'visionary thinking and planning' with investment to achieve a tripling of trips undertaken by active transport as the necessary scale for deep emissions reduction this decade in their paper 'Shifting Gear: the path to cleaner transport.'⁹

The United Nations suggests that 20% of the total transport spend should go towards supporting walking and riding bikes,¹⁰ and the Heart Foundation's What Australia Wants Survey¹¹ shows us that people want to live in places where it's easy to access what they need in their daily lives by walking and bike. We also know that the majority of respondents (64%) in the Australian Cycling Economy's national survey¹² either agreed or strongly agreed that they don't

³ <https://theconversation.com/cycling-and-walking-are-short-changed-when-it-comes-to-transport-funding-in-australia-92574>

⁴ https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_P_Declining_Rate_walking_cycling_to_school_in_Perth.pdf

⁵ <https://www.abs.gov.au/articles/australias-journey-work>

⁶ Australian Infrastructure Audit 2019, quoted in Shifting Gear: The Path to Cleaner Transport, Climate Council of Australia Ltd 2023, page 10.

⁷ <https://www.infrastructureaustralia.gov.au/map/perth-active-transport-improvements>

⁸ https://hdp-au-prod-app-act-yoursay-files.s3.ap-southeast-2.amazonaws.com/3717/0678/1087/Active_Travel_Plan_2024-30.pdf, accessed on 21 May 2024.

⁹ https://www.climatecouncil.org.au/wp-content/uploads/2023/08/CC_MVSA0354-CC-Report-Road-to-Personal-Transport_V6-FA-Screen-Single.pdf, page 20.

¹⁰

<https://wedocs.unep.org/bitstream/handle/20.500.11822/17030/globalOutlookOnWalkingAndCycling.pdf>

¹¹ https://irp.cdn-website.com/541aa469/files/uploaded/What_Australia_Wants_Report_.pdf

¹² https://www.weride.org.au/wp-content/uploads/2023/11/The_Australian_Cycling_and_e-scooter_Economy_in_2022_WeRide_and_EY_2023_Report_Final_web.pdf, Part 4, Cycling motivating factors, accessed on 16 May 2024.

feel safe riding bikes on the road with traffic and that there is not enough safe and connected road bicycle infrastructure.

Data backed by research Australian research shows women in particular need safe, separated infrastructure to take up riding a bike.¹³

In contrast to cities in Australia, active transport infrastructure is being rapidly delivered by major cities around the world:

- London's new Cycling Action Plan will grow the number of daily cycle journeys to 1.6 million by 2030, up by a third from 1.2 million in 2022. This comes after Transport for London and London boroughs have more than tripled the size of the London-wide strategic cycle network, from 90km in 2016 to more than 340km in 2023.¹⁴ Ensuring that 40% of Londoners live within 400 metres of the Cycleway network by 2030, up from the current level of 22% in 2022, will help them achieve this goal.¹⁵
- Paris, according to a recent study by L'Institut Paris Region, has rapidly evolved into a city where more trips are undertaken by bike than car.¹⁶ Having started in 2021, by 2026 the city will have added 182km of permanent protected bike lanes as part of its sustainable transport revolution.
- Beijing has already renovated 3,200km of bike lanes between 2016 and 2020 and is continuing to invest to transform transport in its major cities.¹⁷

Implementing measures and providing appropriate infrastructure to make bike riding easier and safer allows ordinary people to contribute to emissions reduction of the transport sector.

National governments are also committed to boosting transport cycling. In early 2023, the French Government announced plans¹⁸ to spend €2 billion through to 2027 to improve infrastructure and assist people buy bikes in an effort to reduce car use and boost cycling.

This investment is expected to double the nations bike lane network to 100,000 kilometres by 2030 with priority given to provincial capitals and rural areas as major cities have already invested in complete active travel networks.

The French Government will also increase spending on bike parking facilities in railway stations and in cities, boost spending on anti-theft bike marking and provide bike training for all primary schoolchildren.

Integration of bike parking and connectivity at public transport stations is key to driving public transport use and reducing the need for private car use.

¹³ <https://theconversation.com/3-in-4-people-want-to-ride-a-bike-but-are-put-off-by-lack-of-safe-lanes-172868>

¹⁴ <https://tfl.gov.uk/info-for/media/press-releases/2023/june/tfl-sets-out-vision-to-further-boost-cycling-by-making-it-more-diverse-than-ev>, accessed on 8 May 2024.

¹⁵ Ibid.

¹⁶ <https://www.institutparisregion.fr/mobilite-et-transport/deplacements/enquete-regionale-sur-la-mobilite-des-franciliens>, accessed on 15 May 2024.

¹⁷ From comments on 14 June, 2023 by Sam Johnson, Sustainable Transport Specialist, and co-lead - Active Mobility Knowledge Group at World Bank from a webinar, <https://www.weride.org.au/events/what-can-we-learn-from-chinas-active-mobility-infrastructure-boom/>, accessed on 10 May 2024.

¹⁸ <https://www.reuters.com/world/europe/france-spend-2-billion-euros-boost-bicycle-usage-2023-05-05/>, accessed on 16 May 2024.

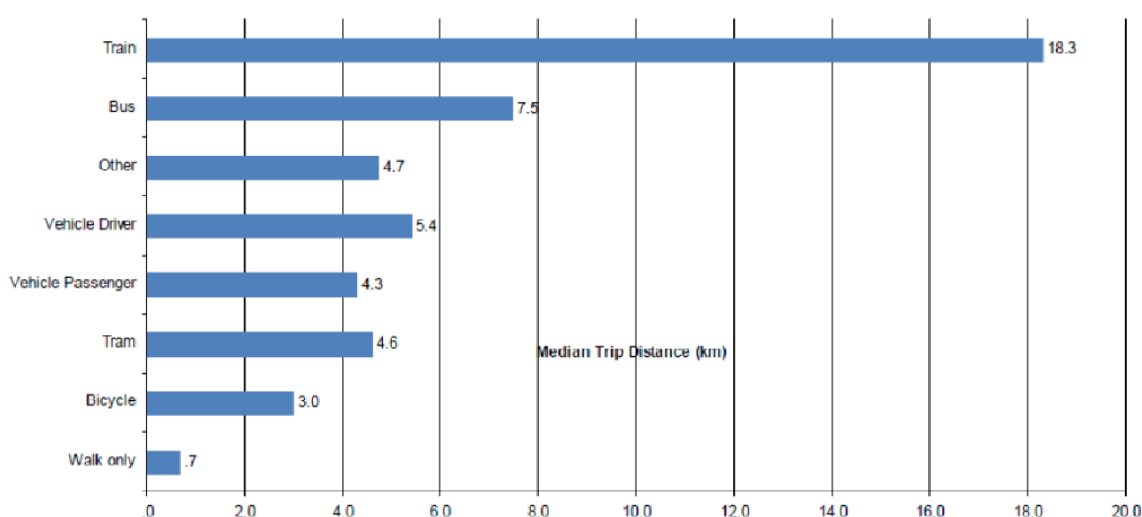
A European study¹⁹ analysed longitudinal data on daily travel behaviour, journey purpose, as well as personal and geospatial characteristics in seven European cities to derive mobility-related lifecycle CO2 emissions over time and space.

The researchers found that even in European urban contexts with existing high walking and cycling shares, increases in cycling or walking consistently and independently decreased mobility-related lifecycle CO2 emissions.

To illustrate, they reported that “*an average person cycling 1 trip/day more and driving 1 trip/day less for 200 days a year would decrease mobility-related lifecycle CO2 emissions by about 0.5 tonnes over a year, representing a substantial share of average per capita CO2 emissions from transport*”.

Despite the low density of most of urban Australia, the average trip distance for travel by all road-based modes are less than 8km. In our capital cities, most car trips are less than 5km.

In Melbourne, the 2018 VISTA Survey shows the average trip by car is less than 5km, indicating there could be several other modes suitable to complete those trips if their use was supported and incentivised.



Median Trip Length by Mode – Metropolitan Melbourne (Source: VISTA 2009)

Above: slide from a presentation by Mr David Shelton, previously Executive Director, Strategy and Planning, VicRoads.

Electric assist technology

E-bikes have the capacity to transform our transport system. Referencing this potential, the University of Oxford’s Christian Brand recently stated that ‘*cycling is ten times more important than electric cars for reaching net-zero cities*’.²⁰

E-bikes and other small, light, electric personal mobility play a critical role in this transformation. Our joint submission to the National Electric Vehicle Strategy consultation in

¹⁹ <https://doi.org/10.1016/j.gloenvcha.2021.102224>, accessed on 9 May 2024.

²⁰ <https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>, accessed on 28/10/22.

late 2022²¹ argued that “boosting e-bike use is a significant opportunity as they provide a mobility option for the many Australians who would not otherwise consider riding a bike”.

Further, we also noted that “the annual sales of e-bikes confirm this opportunity growing over 800% to 75,000 annually in the 5 years to 2021-22.”²² Global experience leads us to believe that this growth will continue.”

By comparison, passenger cars now represent just one-fifth of new vehicles sold in Australia — only 203,000 out of just over one million light vehicles sold in 2022.²³

While zero tail-pipe emissions have made the electric vehicle (EV) a compelling focus for policymakers and climate advocates alike, transitioning the nation’s vehicle fleet to electric seems unlikely to result in the necessary reduction in emissions within the time we have.

EVs still require significant resources to manufacture and produce carbon emissions before the car even hits the road. While significantly cleaner than internal combustion engine (ICE) vehicles, research has found that EVs still produce high levels of carbon emissions in the production phase.²⁴

For the first time, Polestar recently subjected its life cycle assessment (LCA) of the new Polestar 3 SUV to independent review.²⁵ The car’s cradle-to-grave carbon footprint, based on a life of 200,000km lifetime distance driven, varies between 28.5 – 44.5tCO₂e depending on the electricity used to charge the vehicle during its lifetime.

While electric and hybrid vehicles still have lower carbon footprints than normal cars overall²⁶, an accelerated replacement of ICE vehicles by EVs may lead to the perverse outcome of increasing CO₂ emissions in the short term, due to the ‘front-loading’ of emissions from their manufacture²⁷ which gradually decrease over time and use.

An additional complicating factor is that the second-hand cars replaced by new EVs enter the market and continue in use for some time. The average age of the fleet has been increasing from 10.4 years in 2021²⁸ to 11.3 years in 2023.²⁹

²¹ <https://www.weride.org.au/policy-planning/australian-bicycle-organisations-join-with-weride-for-national-submission/>

²² Bicycle Industries Australia figures.

²³ Article from the RAC, ‘Why are Aussies ‘supersizing’ their cars?’ <https://rac.com.au/car-motoring/info/australians-buying-larger-cars>, quoted in a submission by Pedal Power ACT in their submission to the ACT Government, https://www.parliament.act.gov.au/_data/assets/pdf_file/0009/2395962/Submission-001-Pedal-Power-ACT.pdf, accessed on 14 May 2024.

²⁴ Article <https://www.theguardian.com/business/2023/dec/23/do-electric-cars-really-produce-fewer-carbon-emissions-than-petrol-or-diesel-vehicles>, also quoted by Pedal Power ACT in submission, https://www.parliament.act.gov.au/_data/assets/pdf_file/0009/2395962/Submission-001-Pedal-Power-ACT.pdf, accessed 14 May 2024.

²⁵ <https://www.ricardo.com/en/news-and-insights/insights/ricardo-has-critically-reviewed-polestars-life-cycle-assessment-of-its-polestar-3-electric-vehicle>, accessed on 15 May 2024.

²⁶ <https://www.insnet.org/electric-cars-emit-more-co2-than-traditional-cars-at-production/>, accessed on 15 May 2024.

²⁷ Ibid.

²⁸ <https://www.abs.gov.au/statistics/industry/tourism-and-transport/motor-vehicle-census-australia/latest-release>, accessed on 15 May 2024.

²⁹ <https://www.bitre.gov.au/sites/default/files/documents/BITRE-Road-Vehicles-Australia-January-2023.pdf>, accessed on 15 May 2024.

The longevity of vehicles on the road and time to turn the fleet over is significant and is likely to prevent a rapid reduction of vehicle emissions if the only focus is on replacing ICE vehicles with EVs.

Additionally, the vehicle fleet is expected to continue to increase at an average annual growth rate of 2.1% a year with passenger vehicles expected to reach 20 million by 2034.³⁰

A parallel focus on mode shift to lighter electric vehicles such as e-bikes and other light electric vehicles is vital to accelerate a reduction in passenger/personal transport emissions. A multi-modal approach that leverages the accessibility, cost-effectiveness and ultra-low or zero emissions of light electric vehicles (LEVs) will result in the best outcomes – whether EV, e-bike, or other micro-mobility such as e-cargo bikes for first and last mile freight deliveries.

E-bikes and micro-mobility are increasingly popular as car-replacements for daily commuting trips. Subscription schemes are making load carrying e-bikes more accessible.³¹ E-bikes address the cost-of-living crisis through significantly lower acquisition and running costs than EVs, they are viable for the short transport trips that make up half of all trips each day in Australia and their use contributes to health and community benefits in addition to reducing PM2.5 and NOx particulate pollution and carbon emissions.

A study by Cairns *et al.*, *Electrically-assisted bikes: Potential impacts on travel behaviour*³², reports that a non-trivial proportion of the trips made by e-bikes are a replacement for car trips. Analysis of work in Austria, France, Germany, the Netherlands, Norway, Sweden, Italy and the UK shows reported proportion of substituted trips varies substantially, but that four of the studies show that at least 50% of trips by e-bike replaced car trips.

E-bikes also do not require any dedicated charging infrastructure and are globally compatible with existing domestic electricity supplied to dwellings, public facilities and workplaces.

As a means of avoiding transport-related congestion and pressure on the existing transport network, promoting light electric vehicles is also a sensible response to expected population growth, with 'our population projected to grow by 24% to reach 31.4 million by 2034'.³³

Resource use

Promotion of e-bikes for local trips (where appropriate) is also an appropriate response to make better use of the critical resources used to produce batteries.

A typical e-bike battery uses about 30 cylindrical lithium-ion cells which weigh about 3.3kg. A Tesla 3 uses 4,416 cells for the long-range model which weigh about 530kg, indicating that the resources used in the Tesla battery are the equivalent of around 147 e-bike batteries.

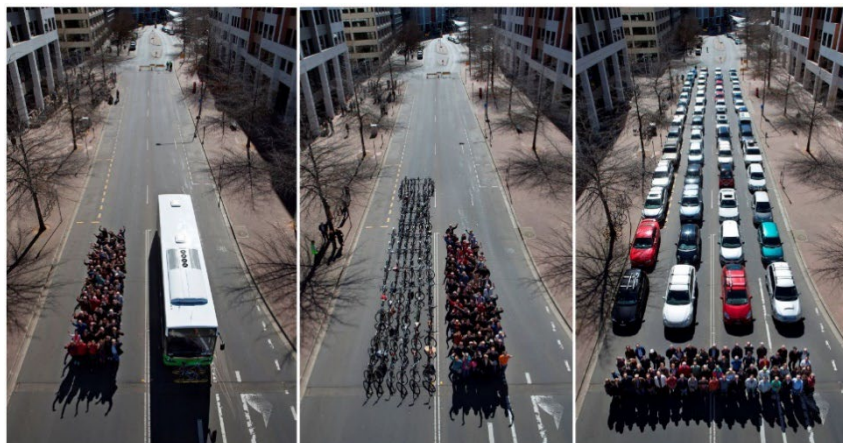
³⁰ AAA-ECON [Benefits-of-reducing-fleet-age-full-report_Dec-2017.pdf](#), accessed on 15 May 2024.

³¹ See for example Lug+Carrie, <https://lug-carrie.com/> and See for example Lug+Carrie, <https://lug-carrie.com/> and Sparque <https://www.sparque.au/>.

³² <https://www.sciencedirect.com/science/article/pii/S0965856415301865#s0060>, accessed on 14 May 2024.

³³ Infrastructure Australia, *Record infrastructure spend the new normal, 2019 Australian Infrastructure Audit warns*, media release 13 August 2019, accessed on 8/11/2019 at www.infrastructureaustralia.gov.au/sites/default/files/2019-08/media-release-audit_0.docx

With average vehicle occupancies in this country sitting at around 1.15 persons per trip, not dissimilar to one person travelling on each bike, we argue that LEVs warrant serious consideration and support for the potential they provide for moving people more efficiently.



Above: the Canberra Transport Photo illustrates the space taken by 69 people and 69 bikes, one bus and 60 cars, WeRide (2012).³⁴

An e-bike or LEV is of course not appropriate for all uses, but certainly provides a low-cost option that is accessible to a wide range of people. Due to factors ranging from disability to age, personal preference and cost, many people³⁵ have limited transport options because they don't drive. E-bikes and LEVs offer flexible transport options that are available to almost everyone.³⁶

Freight

During and after the COVID19 pandemic, the use of eCommerce and resulting home delivery caused an explosion in diesel delivery vans in cities across the world. In Australia, Australia Post says³⁷ the online share of retail is up from 10 percent at the start of the pandemic to 16.8 percent now. They delivered 526 million parcels in 2022 and growth of 5 percent is expected to 2030.³⁸

A recent white paper by WSP³⁹ quoted that a significant proportion of the total cost of a freight delivery – 53% – is in just the 'last mile'.

It is also concerning that, for the transition to a NetZero transport system, the paper predicts the growing freight task and deliveries in the top 100 global cities will result in:

- A rise in the number of delivery vehicles of 35%
- An increase in the daily commute of 11 minutes, and

³⁴ <https://www.weride.org.au/events/the-power-of-an-image-the-canberra-transport-photo/>

³⁵ Around 70% of Australians have a licence, https://www.bitre.gov.au/sites/default/files/is_084.pdf, accessed 17 May 2024.

³⁶ See examples in this short article: <https://www.weride.org.au/events/weride-takes-accessible-bikes-and-trikes-into-parliament/>, accessed on 9 May 9, 2024.

³⁷ <https://auspost-report.s3.ap-southeast-2.amazonaws.com/eCommerce+Industry+Report+2024+-+Trends+in+eCommerce+section.pdf>, accessed on 17 May 2024.

³⁸ <https://www.mordorintelligence.com/industry-reports/australia-courier-express-and-parcel-cep-market>, accessed on 17 May 2024.

³⁹ [https://www.wsp.com/-/media/insights/australia/documents/report_future-of-delivery_uber_final_feb22-\(1\).pdf](https://www.wsp.com/-/media/insights/australia/documents/report_future-of-delivery_uber_final_feb22-(1).pdf), accessed on 9 May 2024.

- An increase in congestion of over 21%.⁴⁰

The use of e-cargo bikes and other LEVs is increasingly being deployed offering comparable or better delivery times and cargo capacity than traditional delivery modes. Australia Post, for example, now has 5,000 light electric delivery vehicles in their national fleet.⁴¹

One study of the viability of LEVs for freight deliveries in London⁴² has found that electric cargo bikes delivered about 60% faster than vans in city centres, had a higher average speed and dropped off 10 parcels an hour, compared with six for vans. The bikes also cut carbon emissions by 90% compared with diesel vans.

Clearly local conditions will determine their suitability, but while vans can travel along clear stretches of road at higher speeds than e-cargo bikes, they are slowed by congestion and the search for parking. E-cargo bikes bypass traffic jams, take shortcuts through streets closed to through traffic and ride to the customer's door.⁴³

The economic contribution of cycling

The bicycle sector is a significant contributor to the national economy contributing \$16.9 billion in estimated direct and indirect output from cycling expenditure in 2022⁴⁴. It is also estimated that 3.9 billion kilometres of driving was replaced by bicycles over the year, avoiding the equivalent of 514,096 tCO₂e and 2.2 million kilograms of air pollutants in the same period.

Provision of active transport infrastructure results in significant returns on investment due to the broad range of benefits that users get. Encouraging mode-shift to active transport also provides benefits for increasingly limited road capacity from reductions in motor vehicle traffic through decreased congestion.

The Australian Transport Assessment and Planning guide, Part M4⁴⁵, provides specialist mode-specific guidance on active travel. As part of the guidance, the assessment of benefits includes external benefits from reductions in external cost to third parties such as road decongestion, reduced emissions and improved air pollution, reduced health system costs.

Modelling conducted in 2017-18 showed that Queensland could expect almost \$5 in economic benefits for every \$1 invested in cycling infrastructure.⁴⁶

In the UK, assessments of the 11 largest projects funded under the 'Local Sustainable Transport Fund.'⁴⁷ revealed very high value for money at a benefit-cost of 5.2 – 6.1, based on available data. Carbon emissions were estimated by the UK Department for Energy and Climate

⁴⁰ [ibid.](#)

⁴¹ <https://auspost.com.au/community-hub/sustainability/largest-electric-delivery-fleet>

⁴² [Active Travel Academy | The Promise of Low Carbon Freight: Benefits of cargo bikes in London | Open Studio Westminster](#), study quoted in Guardian article, accessed on 9 May 2024.

⁴³ <https://www.theguardian.com/world/2021/aug/05/cargo-bikes-deliver-faster-and-cleaner-than-vans-study-finds>, accessed on 9 May 2024.

⁴⁴ https://www.weride.org.au/wp-content/uploads/2023/11/The_Australian_Cycling_and_e-scooter_Economy_in_2022_WeRide_and_EY_2023_Report_Final_web.pdf, accessed on 16 May 2024.

⁴⁵ <https://www.atap.gov.au/mode-specific-guidance/active-travel/index>, accessed on 14 May 2024.

⁴⁶ <https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-investment-in-Queensland>, accessed on 9 May 2024.

⁴⁷

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/886152/local-sustainable-transport-fund-impact-summary-report-document.pdf, page 37, accessed on 9 May 2024.

Change to have fallen by 6.9% per person for the large projects against 4.7% in a comparator group, for a statistically significant reduction of 2.2%.⁴⁸

Propensity to cycle for transport

This submission outlines in some detail the opportunity represented for transport emissions abatement through boosting investment in active transport.

While we acknowledge that ‘*mode shifting to active and public transport can be impeded by consumer preferences, safety concerns, weather conditions and service improvements*’⁴⁹, extensive evidence and global experience attests to the fact that mode shift to active transport is effective, rapid and transformative in cities and regions across the globe.

Investment to achieve mode shift is not only required in technically challenging (expensive) CBD environments but involves a very wide range of interventions in local streets, mode filters, safe crossing and very low-cost but effective measures such as lowering local speed limits. It will require many years to transform of our motor vehicle fleet to EVs with the average age now over 10 years, but active transport uses technologies that are cost effective, available and rapidly deployable.

Perhaps the greatest opportunity available to governments at all levels, is that large numbers of Australians are positively disposed to riding bikes for transport.

In one of the most cited publications of the interest of Australians in bike riding, *the potential for bike riding across entire cities: quantifying spatial variation in interest in bike riding (2022)*⁵⁰, Pearson *et al.* found that the interest in bike riding in a significant Australian population was higher than previously thought.

The Geller typology classifies individuals as either: ‘Strong and Fearless’, ‘Enthusied and Confident’, ‘Interested but Concerned’, or ‘No Way No How’.

The ‘Interested but Concerned’ participants are those who would ride a bike if protected infrastructure were provided. This cohort is normally quoted as two-thirds of urban populations.

The study of almost four thousand people across all 37 local government areas of Metropolitan Melbourne found that the globally recognised Geller typology of the ‘Interested but Concerned’ cohort was a very high 78%, creating a lot of interest and re-drawing the boundaries of the opportunity to build cycling with the right infrastructure and incentives.

This interest was high across all LGAs and all demographic sub-groups. Even though the frequency of riding a bike was lower in women, interest in riding a bike was high and comparable to men.

The National Cycling and Walking Participation Study in 2023⁵¹ found that two thirds of Australians want to ride or ride more. The major limiting factors are access to a working bicycle, and safe places to ride.

⁴⁸ Ibid, page 38.

⁴⁹ <https://www.climatechangeauthority.gov.au/sites/default/files/documents/2024-04/Issues%20paper%20-%20Targets%2C%20Pathways%20and%20Progress.pdf>

⁵⁰ <https://doi.org/10.1016/j.jth.2021.101290>, accessed on 9 May 2024.

⁵¹ National Walking and Cycling Participation Survey 2023, https://www.cwanz.com.au/?s=National+Walking+and+Cycling+Participation+&id=5268&post_type=resource, accessed on 16 May 2024.

Application of the Climate Change Authority's Charter

Inclusion of active travel in the considerations by the Climate Change Authority for future recommendations to government on 2035 emissions reductions targets is directly relevant to the Charter of the Authority under Section 12.

Investment in active transport as part of national climate mitigation action is:

- Highly economically efficient.
- An environmentally effective strategy to reduce personal transport emissions.
- Responsive to significant equity, accessibility and affordability issues inherent in the current passenger transport system.
- In the public interest as changes required to boost active travel also result in more liveable communities and reduce the cost of living.
- An appropriate response given Australia's travel behaviour patterns and characteristics where a very large number of daily trips are just five or even three kilometres.

Relationship of active transport to other sectors

Increasing the proportion of active transport within the transport sector positively impacts the development of a circular economy and reduces the demand for fuel and other resources needed for private car usage. As bikes and other forms of micromobility become viable alternatives to car travel, we can expect a significant decrease in both car purchases and the fuel required to operate them.

Building on the benefits of active transport, there are direct positive effects on waste reduction and recycling, fostering greater opportunities within the circular economy. With fewer cars on the road, there is naturally less waste generated from vehicle disposals, including tyres, batteries, and other non-biodegradable components that pose significant environmental hazards. Additionally, bicycles require low inputs for maintenance compared with private vehicles and have a greater proportion of easily recycled components at end of life.

Noting the insight from the International Transport Forum⁵² (ITF) that 'If *urban mobility were based on shared and electric vehicles, CO2 emissions from traffic could fall by 60%*', there is a role for planning policy to assist in reducing carbon emissions. Initiatives in local and state planning policy such as the removal of minimum mandated parking requirements for developments will reduce the need for cars in cities and cut the cost of construction, making housing more affordable and reducing building carbon footprints.

Active transport modes provide a viable alternative to car use, particularly in high-density inner-city areas of Australian cities. Whilst there have been planning policy initiatives such as the mandating of end-of-trip facilities in certain commercial and residential developments, in practice this has been sporadic and has not been enough to significantly reduce car dependence and carbon emissions.

However, this is not to say that such initiatives are not successful at a local level. To be more effective, planning policy favouring active and public transport needs to be more comprehensive in its application and mandate strong policy outcomes such as removal of minimum parking requirements which will complement Australian government climate change policy outcomes for reduction of vehicle emissions.

⁵² <https://www.itf-oecd.org/sites/default/files/docs/cop24-urban-mobility.pdf>, accessed on 16 May 2024.

Brisbane City Council's recent announcement of policy in this regard is welcome. Lord Mayor Schrinner will introduce a new *Inner-City Affordability Initiative*.⁵³ to improve housing affordability and supply which removes mandatory minimum car parking requirements. His media statement says the Initiative will be '*in designated inner-city areas close to high-frequency public transport, active travel options and amenities*'.

All else being equal, invest nationally for health, access and equity!

As organisations representing the 9.52 million Australians who rode a bike in 2023, we ask the Climate Change Authority to include the case for investment to boost active transport in all transport and wider decarbonisation strategies and policies.

A 2022 study by Maizlish, Rudolph and Jiang⁵⁴ analysed health benefits and carbon emissions from two transport scenarios that contrasted optimum levels of physical activity from active travel to minimal air pollution from electric cars.

By encouraging people to walk or cycle instead of driving for about 150 minutes per week (which is 30 minutes, five days a week), the Active Travel Scenario predicted that by 2050 it could:

- Prevent about 167,000 deaths
- Contribute up to 2.5 million more years without disability across the population
- Provide \$1.6 trillion of economic benefits
- Reduce carbon emissions by 24% from baseline.

In the electric car scenario, they found it would:

- Prevent about 1,400 deaths
- Contribute 16,400 more years of healthy living without disabilities across the population
- Provide about \$13 billion of economic benefits
- Produce no direct emissions.

Their conclusion was the '*to achieve carbon neutrality in transportation and maximize health benefits, active travel should have a prominent role along with electric vehicles in national blueprints*'.

Questions and responses

Positions, comments and actionable suggestions are made below in response to the questions posed by the Climate Change Authority

1. How should the authority take account of climate science and Australia's international obligations in considering possible emissions reductions targets for 2035?

- Take note of international experience in reducing transport emissions through active transport, refer examples in introduction.

2. How should the authority weight the goals of ambition and achievability in considering possible emissions reductions targets for 2035?

⁵³ <https://www.adrianschrinner.com.au/media-announcements/more-affordable-inner-city-homes-under-new-initiative/>, accessed on 16 May 2024.

⁵⁴ Am J Public Health. 2022;112(3):426–433. <https://doi.org/10.2105/AJPH.2021.306600>

- Refer to our concerns above regarding the framing of the task as one of ambition rather than necessity.
- Our international commitments provide a logical platform to grow Australia's capability in adoption of sensible solutions for low- and zero-carbon emissions transport modes.
- Substantial evidence exists to strongly support greater investment in active transport.
- Active transport can be assessed on economic and social factors to support greater investment. Modelling of incentives for e-bike purchases by the Institute for Sensible Transport⁵⁵ revealed a \$3 return for every \$1 invested. With updates to the Australian Transport Assessment Program since then, the model is returning up to \$7 for every \$1 invested in purchase incentives.
- In achieving transport emissions reductions targets, the government must also consider the impact of these choices in other areas, including road safety, economic impact of congestion and cost to the health sector.
- Weighting of any outcomes must acknowledge the full and ongoing impacts of climate change on the Australian community.

3. How can Australia further support other countries to decarbonise and develop sustainably?

- Adoption of progressive policies to boost the mode share for active transport demonstrates to other countries that good public policy and practice can result in greater outcomes in reducing emissions and car dependence in Australian cities.
- The decarbonisation task is an opportunity for Australia to develop novel methodologies for tackling difficult problems such as how to retrofit low-density suburban sprawl so that active transport is supported. Australia can then demonstrate international leadership by sharing this knowledge to benefit and hasten emissions reductions in other countries with similar urban environments and high levels of car dependency.

4. What technologies are important for each sector's pathway to net zero and why?

- Too much of the focus of decarbonisation of the transport sector to date has been on expensive, emerging technologies such as hydrogen, or infrastructure to support the uptake of electric cars. This approach is negatively impacting consideration of the full range of sensible, affordable solutions for mobility. Micromobility is a low cost, largely established technology that supports the decarbonisation of transport at the local level. Noting that most journeys in Australian cities are less than 5km, and that around half the total cost of freight is in the final kilometre, micromobility has enormous, unrealised potential to transform freight and passenger transport.
- E-bikes, e-scooters and other light electric vehicles support the normalisation of active transport by making it an option for a larger and more diverse segment of the community and play a critical role in facilitating the uptake of cycling and mode shift to active transport.
- In addition, e-bikes and LEVs are increasingly popular as car-replacements for daily commuting trips, they address the cost-of-living crisis through significantly lower

⁵⁵ <https://www.weride.org.au/policy-planning/new-data-on-e-bike-incentives-released/>, accessed on 10 May 2024.

acquisition costs than EVs and they are viable for the short transport trips that make up half of all trips each day in Australia. Their use contributes to health and community benefits and reduces PM2.5 particulate/air pollution and emissions.

- E-bikes and LEVs also do not require any dedicated charging infrastructure and are supported by ubiquitous charging infrastructure through existing electricity supplied to dwellings, public facilities and workplaces.

5. How can governments use mandates, rules, and standards to accelerate Australia's decarbonisation? Is more planning by governments needed? If so, how should this be coordinated and how can this be done while making the transition inclusive, adaptive, and innovative?

- Adopt a national approach for all new significant infrastructure projects to result in a reduction in emissions. For decarbonisation of the transport system this should result in an assessment of both the passenger transport requirements and impact on emissions. This approach must focus on the overall efficient movement of people and goods over individual private vehicles.
- Apply a nationally consistent positive provision for bike infrastructure in conjunction with all new transport and infrastructure projects.
- Develop and implement consistent standards and legislation relating to light electric vehicles throughout the lifecycle of the vehicle within Australia, including the federal ROVER import portal, national sales regulations and each state and territory road legislation.
- Update and deliver consistent building planning regulations to prioritise access, storage and charging for bicycles and light electric vehicles.
- Introduce dedicated power and speed guidelines for light electric vehicles undertaking specific 'last mile freight' delivery tasks – these guidelines to reflect L1e-a European guidelines to promote greater use of light electric vehicles for city freight tasks.
- Introduce subsidies and incentives to support greater use of light electric vehicles for the delivery of freight for businesses within city precincts.
- Existing state and territory plans for principal bicycle networks should be funded and delivered in accelerated time frames across major cities to reduce barriers to cycling for transport, increase uptake and encourage rapid mode shift.
- Commonwealth and state jurisdictions should collaborate, agree and prioritise delivery of significant active transport infrastructure as projects of national significance.
- New road and housing development projects should be subject to mandates to ensure active transport facilities are funded and provided at the outset. This includes direct access to active transport networks in new and brown-fields housing developments, lower minimum parking mandates to encourage cost savings and use of active transport and all new and redeveloped roads should prioritise travel by active and public transport and maintain clear rights-of-way for principal active transport corridors.
- The transition to a low-emissions transport system that allows people to choose active transport will ensure a more rapid and equitable outcome for all. Increased options in transport provide system resiliency when roads are congested or impacted by blockages. And more inclusive, adaptive options for more users and a multi-modal transport system helps deliver climate-resilient communities.

<ul style="list-style-type: none"> • The introduction for a star rating of each road category in Australia must include an active travel evaluation and assessment component. Funding for educational facilities and infrastructure should include an assessment and plan for the infrastructure to be accessible by active and public transport. • Establish an active transport portfolio within the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
<p>6. How can governments stimulate private finance needed for the net zero transition – are there innovative instruments that could be deployed or new business models that governments could support? Is there a bigger role for governments to play in coordinating the investment needed to transition the economy?</p>
<ul style="list-style-type: none"> • Consideration of the relative benefit-cost of low emissions transport modes should be an integral part of advice provided to the government. An important aspect of financing climate adaption is getting outcomes for lowest cost – and in transport terms, active transport provides significant options to deliver climate savings for much lower cost and faster than other modes.
<p>7. How can governments better support markets, including carbon markets, to deliver emissions reduction outcomes?</p>
<ul style="list-style-type: none"> • Nil.
<p>8. What further actions can be taken by governments (e.g. through public funding), the private sector and households to accelerate emissions reductions, including in relation to the deployment of technologies and access to new opportunities in the transition to net zero? What barriers stand in the way and how could they be overcome?</p>
<ul style="list-style-type: none"> • Provide e-bike purchase incentives. • Support micromobility and bike hire schemes in cities and regional centres. • Mandate and include in Commonwealth funding programs provision of secure bike parking facilities in cities and urban centres. • Provide a significant funding stream for bikeway investment in major Australian city networks, including radial “cycle superhighways” in capital cities. • Removal of the 5% import tariff on e-bikes, a tariff which due to current free-trade agreements, product mix and manufacturing location of lower-level e-bikes, generates minimal income while promoting the purchase of poorer quality products. • Fund the development of Austroads guidelines to support light electric vehicle delivery along with the use of light electric vehicles for commuting and transport, endorse international best practice street design guidelines to ensure nationally consistent delivery of quality, fit-for-purpose bikeways and infrastructure. • Incentivise ‘greening’ of active travel corridors and infrastructure to promote biodiversity corridors and carbon sequestration. • Develop a national approach to ride to school programs and integrate with skills training⁵⁶, behaviour change programs⁵⁷, safe infrastructure and curriculum to establish healthy, active travel habits in the next generation. Several ride to school

⁵⁶ <https://www.auscycling.org.au/page/ausbike>, accessed on 17 May 2024.

⁵⁷ <https://bicyclenetwork.com.au/rides-and-events/ride2school/>, accessed on 17 May 2024.

programs exist and reveal strong support from parents and increased ridership of up to 55%.⁵⁸.

PRIVATE SECTOR

- Provide tax incentives for businesses to transition the cost of parking included in ‘employee packages’ to active and public transport.
- Introduce parity of FBT tax exemptions with EVs to promote salary packaging for the use of bicycles and light electric vehicles for commuting to work purposes.
- Incentives to support incorporation of light electric vehicles into vehicle fleets.
- Provide accelerated depreciation for dedicated workplace end-of-trip facilities.
- Ensure national building standards for commercial developments include and prioritise parking for bicycles, e-bikes, e-scooters and light electric vehicles.
- Incentivise the use of light electric vehicles for delivery through subsidies and tax concessions.

HOUSEHOLDS

- Incentivise e-bike / micromobility charging in housing developments workplaces and public charging locations.
- Introduce purchase subsidies that provide parity with electric vehicle subsidies to overcome the purchase cost of e-bikes and encourage more people to purchase them in place of fuel-dependent vehicles.
- Abolish all nuisance tariffs on the import of zero emissions LEVs and e-bikes.
- Invest in a national network of e-bike/library programs to support access to quality products.
- Subsidise e-bike/e-scooter share programs in identified areas of high need and low access to public transport.

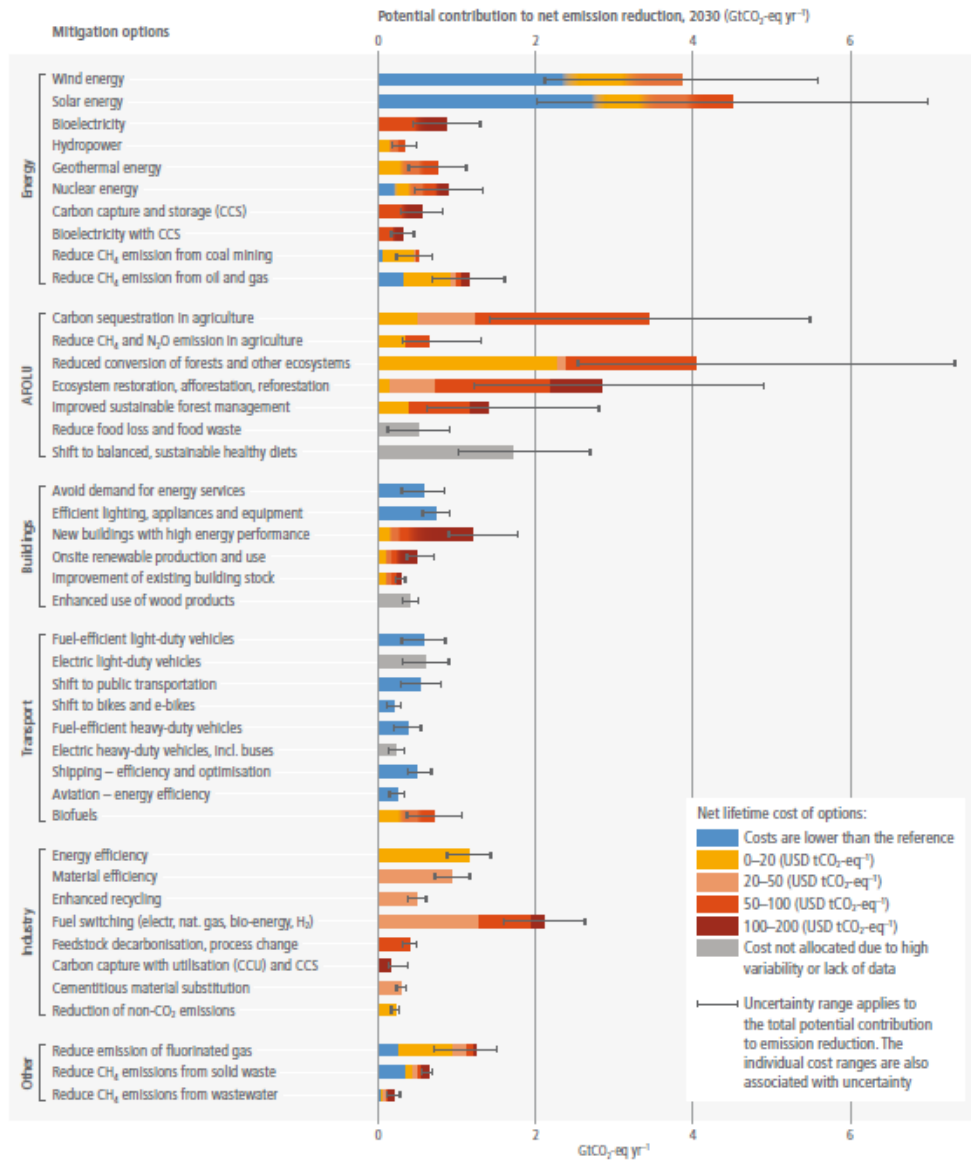
9. How should governments decide upon the appropriate allocation of resources towards reducing emissions, removing carbon from the atmosphere, and adapting to climate change impacts?

- The Intergovernmental Panel on Climate Change has provided a clear roadmap for governments to respond to climate change impacts while rapidly reducing emissions to meet science-based targets. The Sixth Assessment Report includes the following graph (from Working Group III contribution to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change: Summary for Policymakers, 2022, page 50 “Figure SPM.7⁵⁹: Overview of mitigation options and their estimated ranges of costs and potentials in 2030.), illustrating the options available to countries for reducing emissions and comparing the ease with which they can be implemented, as well as their level of impact. In particular, it The graph shows a shift to bikes and e-bikes is one of the lowest net lifetime cost options available across all sectors:

⁵⁸ Unpublished evaluation report of the RideScore Active Schools trial, see <https://www.weride.org.au/saferoutestoschool/>

⁵⁹ Climate Change 2022: Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change. H.-O. Pörtner et al (eds.). Cambridge University Press, Cambridge, UK and New York, NY, USA, pp. 37-118, doi:10.1017/9781009325844.002.

- Working Group III contribution to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change: Summary for Policymakers, 2022, page 50 “Figure SPM.7.⁶⁰: Overview of mitigation options and their estimated ranges of costs and potentials in 2030.” shows that a shift to bikes and e-bikes is one of the lowest net lifetime cost options available across all sectors:



10. How can governments, businesses and people, including First Nations people, help ensure the benefits and burdens of the net zero transition are equitably shared?

- Active transport has the potential to provide low-cost, healthy and safe travel options for all Australians, extending the value of our current public transport infrastructure

⁶⁰ Climate Change 2022: Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change. H.-O. Pörtner et al (eds.). Cambridge University Press, Cambridge, UK and New York, NY, USA, pp. 37-118, doi:10.1017/9781009325844.002.

and making transport networks more resilient and accessible to people of all ages and abilities.

- We reinforce our earlier comments that due to relatively low cost and the adaptive mobility machines available to many normally excluded cohorts, active travel options can lower barriers to accessible mobility and address cost of living concerns for vulnerable groups.

11. How can governments better ensure First Nations people are empowered to play a leading role in the development and implementation of climate change policies and actions, including as they relate to the ongoing curation of the Indigenous estate?

- We are not able to speak to the needs of First Nations peoples with regards to the provision of active transport or the transition of the transport sector to zero emissions. As such, we assume the Authority is engaging appropriately with First Nations communities to ensure their perspectives are given proper consideration.
- We note again that under-served communities' transport and mobility needs can be enhanced through active transport, however caution that vulnerable communities may need particular support and policies to ensure they are able to participate in and benefit from these transport modes

12. How can Australian governments support the wellbeing of workers, communities and regions as the nation decarbonises, including in relation to cost of living, workforce and industry transition and access to low-emissions technologies and services?

- Making the choice to ride a bicycle for local trips and for the work commute easier, safer and more convenient is a valuable cost of living measure for many, especially for those who have transport needs that are met by active transport.
- Supporting local and state governments in the creation of infrastructure that encourages active transport can ensure gaps in complete networks can be addressed to encourage increased participation in active transport.
- Providing e-bike subsidies, reducing import tariffs and helping fund loan programs are all measures that can help address cost of living and adoption of zero-emissions active transport.
- A focus on peri-urban and regional areas for these programs that target support and assistance to those in need.

13. How can governments help Australians prepare for and respond to the impacts of climate change?

- By transforming our transport system – decarbonise while increasing access, equity, health and the range of options for all.
- Transport is something all Australians participate in every day and having low- or zero-emissions modes available that also improve health and are affordable makes adapting to climate change easier and contributes to a liveable community.

14. What else should the authority be considering in its advice to government?

- Prioritise access to active transport solutions and connections to public transport in ‘transport deserts’ within cities to provide alternatives to private motor vehicles.
- Ensure equitable and accessible zero emissions mobility options are available for everyone living in Australia, regardless of disadvantage or location.
- Consider demand side management and behaviour change measures in all investments and policy. The Sixth Assessment Report from the IPCC includes measures nations can take to reduce the need for travel, such as planning interventions and policies that facilitate higher density, mix-use developments.

END OF SUBMISSION

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Canberra, 21 May 2024



Web www.weride.org.au

Submission to 'A National Urban Policy for Australia'

Thursday, 18 July 2024

A submission from the Australian bicycle sector

The Australian bicycle organisations co-signing this submission are pleased to present responses and feedback in response to the consultation paper 'A National Urban Policy for Australia.'

We thank you for the opportunity to provide input to the consultation.

Kind regards,

Stephen Hodge

Director – National Advocacy

We Ride Australia, ACNC 75 618 071 855



This submission is tendered on behalf of the following Australian bicycle organisations



AusCycling



Bicycle Network



Bicycle NSW



Bicycle QLD



Bike SA



Pedal Power (ACT)



WeRide



WestCycle

Submission to ‘A National Urban Policy for Australia’

Introduction

Australian bicycle sector

The Australian bicycle organisations co-signing this submission are pleased to contribute to the National Urban Policy (‘the Policy’) addressing how government, industry, and community can collaborate to improve our cities and suburbs now and for future generations.

Our organisations represent a combined national membership of 141,500 as well as the 9.52 million Australians who rode a bike in 2023¹. Importantly, we also represent the large and growing cohort of Australians who would take up riding a bike for transport if provided with a safe, connected network of active transport infrastructure².

The opportunity

Good urban design means the built environment ensures everyone in a community has opportunities for autonomous travel to the things that matter, no matter their age, ability or gender.

Given most trips in Australia’s cities are less than 5km, and most Australians want to live in places where it’s easy to access active modes of transport³. There is therefore huge potential for walking and bike riding. Unfortunately, most of Australia’s urban areas prioritise travel by car, to the detriment of other modes of transport.

As the Draft National Urban Policy notes, the middle and outer suburbs of our cities are home to the biggest numbers of people experiencing severe disadvantage, yet are typically underserved by public transport, footpaths and cycleways. These areas often have less tree canopy cover and are further from the cooling effect of the coast, making riding a bike or walking through summer heat even more unwelcome. Conversely, inner city areas tend to be better serviced by public transport, have established leafy urban canopies, diverse local destinations, and more streets that are accessible by bike and walking.

A blueprint for the future

The National Urban Policy can build on the blueprint already set through established, inner-city areas to create a vision for Australia’s suburbs that gives everyone the same opportunities for mobility and increases the liveability of our cities while reducing emissions in the transport sector, improving population health and community amenity and addressing cost of living and equity concerns. Bike riding, particularly in combination with walking and public transport, can provide people living anywhere in Australia’s cities with safe, low-cost, low-emission, readily accessible transport for most of their daily trips. Our submission includes recommendations for how the National Urban Policy can guide federal, state and local governments to create thriving urban communities where it’s easy for everyone to get around by bike and on foot.

¹ https://www.cwanz.com.au/wp-content/uploads/2023/08/NWCPS_2023_report_v1.3.pdf, accessed on 20 March 2024.

² https://www.weride.org.au/wp-content/uploads/2023/11/The_Australian_Cycling_and_e-scooter_Economy_in_2022_WeRide_and_EY_2023_Report_Final_web.pdf, Part 4, Cycling motivating factors, accessed on 16 May 2024.

³ https://irp.cdn-website.com/541aa469/files/uploaded/What_Australia_Wants_Report_.pdf

Key themes

1. **Active Transport is directly relevant to all aspects of the Policy.** The way Australians move and are encouraged to move in our communities has a major impact on life opportunities, equity of access, productivity and personal health. Ensuring sustainable and healthy transport options are available to all has direct relevance to each of the five goals outlined in the consultation document. The proportion of Australians 15 years and over with a driving license is just 77%⁴ and a focus on electric vehicles (EVs) to the exclusion of other modes ignores the fact that more than one in five Australians do not drive, whether due to cost, disability or other reasons. This statistic also does not account for the nation's children who are predominantly driven to school. We will comment further under each objective.

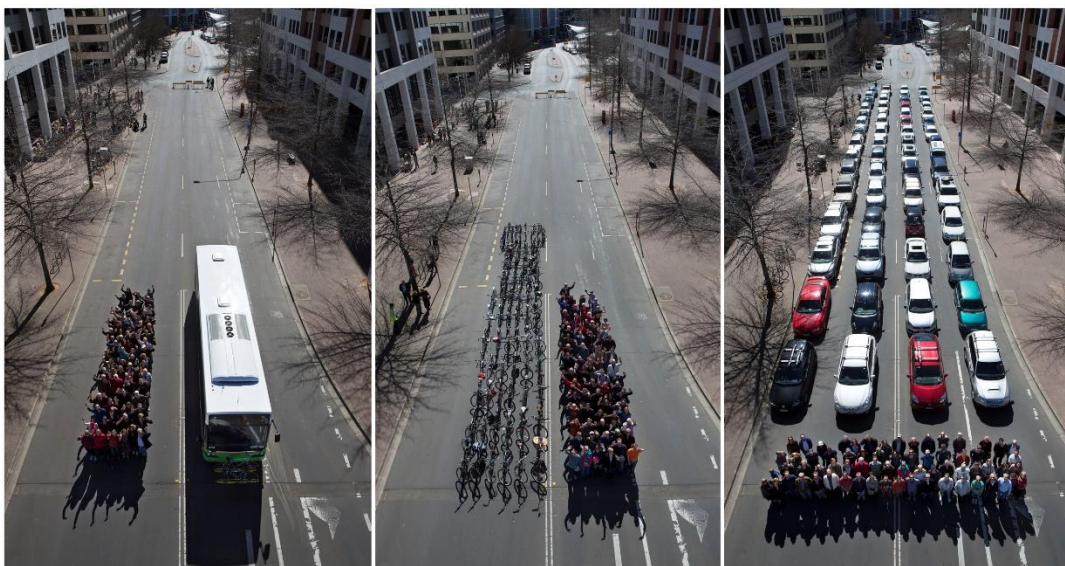
2. **The Policy should refer explicitly to guidance on how to boost active transport in collaboration with all jurisdictions.** Our transport choices have an impact on environmental outcomes and the sustainability of our urban areas, especially given the over-sized emissions profile of road transport at 87% of transport emissions⁵. The explicit inclusion of active transport in the discussion of the objectives and goals in this Policy is noted, but explicit actions, incentives and investment guidance are also required if active transport is to assume a larger proportion of trips in urban areas.
 - a. Consideration of active transport is important as one of the easiest and rapid strategies to encourage mode shift for the 50% of all trips for all purposes every day that are 5km or less within cities.
 - b. It is an affordable, equitable and sustainable mode of transport that is well understood in the population and requires no expensive technological developments to roll out immediately. It reduces transport emissions and enhances health outcomes.
 - c. It enhances resiliency in the transport system. This is because active transport increases the availability of alternative modes of transport for disrupted users in road and public transport corridors, referred to as higher redundancy⁶.
 - d. The Policy should state that every city must ensure local streets are safe for those who choose to use active transport and build a network of strategic cycling corridors that connect activity centres, residential, educational and employment districts across the metropolitan area, including all railway stations and public transport nodes, local activity centres, sports facilities and other major destinations.
 - e. Consideration and integration of all modes of transport should be a core attribute of the Policy to ensure biking and walking are always considered in transport planning and management. Equally, disbenefits of planning and investment for other modes should be taken into account when establishing the business case

⁴ <https://www.abs.gov.au/census/find-census-data/quickstats/2021/701041037>, accessed on 20 March 2024

⁵ Climate Change Authority 2024 Issues paper: Targets, Pathways and Progress; <https://storage.googleapis.com/files-au-climate/cca/p/prj2d33336e5a90d264a70605/page/Issues%20paper%20-%20Targets,%20Pathways%20and%20Progress.pdf>, accessed on 8 May 2024.

⁶ <https://doi.org/10.1080/01441647.2024.2322434>, accessed on 9 July 2024.

for roads for example. The independent Welsh Review Panel was tasked with delivering a new framework for assessment of roads projects as part of the Welsh Government's climate and future generations policies. Their Report, 'The Future of Road Investment in Wales,' resulted in major changes to delivery of multi-modal transport in that nation⁷.



Above: the Canberra Transport Photo, with 69 people with 69 bikes, one bus and 60 cars, reveals space advantages of active transport in cities. ©We Ride Australia.

3. **Defining what constitutes an urban environment or city.** The State of the Cities snapshot in the Policy states that 'our twenty largest cities generate 77.8% of the nation's GDP.' The National Urban Policy should define what constitutes an urban environment and examples of the cities the Policy could or does apply to. This would provide additional clarity for the vision and scope for the Policy and any monitoring and reporting framework.
4. **Federal opportunities for action.** The Policy document states that the Australian Government will work with states and territories to develop initiatives that deliver on the shared vision to address the urgent challenges facing our cities. The Australian Government is in a unique position to drive action to achieve the objectives under this policy but must provide clear, unequivocal recommendations to facilitate the outcomes. It should:
 - a. Establish a clear implementation plan and agreed monitoring and reporting regime that refers to established performance frameworks, existing benchmarked data and best practice guidance. This helps ensure poor practice is strongly discouraged.
 - b. Adopt explicit positive provision measures for all infrastructure funding provided to state and local governments to enhance complete major city active transport networks – whether radial or inter-activity centres. It should specify consideration of active transport funding as part of the Black Spot Program, ensure ongoing maintenance is considered and introduce additional requirements for climate

⁷ <https://www.gov.wales/sites/default/files/publications/2023-02/the-future-road-investment-wales.pdf>, accessed on 15 July 2024.

outcomes and health to be considered as part of all road infrastructure project assessment and ensure funding for active transport increases substantially over time to reach a proportion equal to mode share targets considered necessary to meet urban policy and national carbon abatement objectives⁸.

- c. Remove import tax and duties on e-bikes and other key forms of mobility that enhance options for mobility in cities.
- d. Update tax legislation to incentivise use of e-bikes for trips to work by removing the work use clause under Fringe Benefit Tax legislation as it has done for electric vehicles (EVs) and consider additional programs to incentivise trips to work by active transport.
- e. Provide funding to support states to deliver wide-ranging e-bike rebate and subsidy schemes⁹ that offer equity of access to potential users of active modes of transport and create incentives to replace daily motor vehicle trips for personal use.
- f. Provide Medicare rebates for the prescription by General Practitioners of Active Health Plans.
- g. Provide funding for schools to deliver ride and walk to school programs and ensure complete, safe active transport networks connect schools to their local communities.
- h. Establish performance outcomes for all grants to state, territory and local governments to ensure climate change mitigation, health and equity outcomes are considered as part of funding decisions, and
- i. Endorse nationally and globally recognised best practice guidelines where appropriate. For example, Movement and Place principles are increasingly a core element of any contemporary urban policy initiative. Already used in Victoria and NSW¹⁰, these policies ensure that roads and streets are more than just for moving and parking vehicles¹¹, with a crucial role for liveability and social and economic activity. Other national and international guidelines include the NACTO guide for urban street design¹² and the Heart Foundation's Healthy Active by Design¹³.

5. Equitable access to infrastructure, education, jobs and cultural activities requires a focus on equitable mobility. Whether planning for social housing and services, or ensuring accessibility as our communities grow, mobility that is accessible, equitable, safe and affordable is central to this Policy. Consideration of active transport should be a key focus of this policy.

⁸ These targets are increasingly being set by many nations at 10% or more and by the UN at 20%, see quote in Conversation article 'Cycling and walking are short-changed when it comes to transport funding in Australia' at <https://theconversation.com/cycling-and-walking-are-short-changed-when-it-comes-to-transport-funding-in-australia-92574>, accessed on 15 July 2024.

⁹ <https://tasmania.com/blog/tasmanian-government-to-grant-money-to-buy-e-bikes-and-e-scooters/>

¹⁰ <https://www.movementandplace.nsw.gov.au/> and

https://www.mav.asn.au/__data/assets/pdf_file/0004/34780/Movement-and-Place-in-Victoria-Feb-2019.PDF

¹¹

https://www.transport.nsw.gov.au/system/files/media/documents/2023/Strategic_cycleway_corridors_Greater_Sydney_Summary.pdf

¹² <https://nacto.org/publications/design-guides/>, accessed on 5 July 2024.

¹³ <https://www.heartfoundation.org.au/healthy-living/healthy-active-by-design>, accessed on 8 July.

- a. All new subdivisions should be planned so that schools and activity centres are well connected to a complete, safe cycling network, and steps taken to ensure all school catchment areas (within 800m - 2km) are retrofitted where possible to encourage walking and cycling to school and so those who do not drive are considered and provided for in this Policy.
- b. Equitable access to all precincts in urban areas. Designing urban environments that encourage population-level incidental physical activity is a critical imperative for this nation and, while sports precincts are a small subset of the solution, the Policy should explicitly focus on health, climate and equity concerns of our built urban environment.
- c. Accessibility broadens appeal. The Policy states that ‘making tourism facilities more accessible broadens their appeal to people with disability, older people and families with young children allowing more equitable access...’ etc. This Policy should explicitly adopt that mantra across the entire document to reinforce that our streets and precincts are first and foremost for all citizens. Only when we succeed in making all destinations more accessible for all people with a disability, older people and families with young children and prams will we succeed in enhancing liveability and accessibility for all nationwide. The Policy should only mention tourism and sporting facilities as examples that are part of the bigger picture.
- d. Technology that shapes cities of the future must be encouraged in ways that support and promote active transport and do not discriminate against those riding bikes and walking.

Vision

A vision for national urban planning must call on governments at all levels to work together to align, integrate and co-ordinate urban policies designed to improve cities and suburbs across the nation, and ensure that action plans, targets and timelines are shared, deliverable and cohesive.

It must also drive and support innovation that uses climate change science and data to develop well-planned, equitable urban environments capable of generating long-term, climate-resilient contributions to national productivity and liveability.

For example, the vision could be:

“The Australian Government works closely with local and state governments to create liveable, sustainable, resilient and productive urban areas in every part of Australia. Communities contribute to a Net Zero future with high-quality housing close to transport, jobs, schools and services. Places enable every Australian to move actively for everyday trips.”

Objectives

In the following section, we highlight relevant discussions and actions from the Policy paper and submit recommendations that the authors feel are relevant to developing a National Urban Policy to ensure mobility options are sustainable, accessible and relevant to the nation's urban environments and all who participate in community life in our cities.

The language of the draft Policy should be more concise and contain clear actions and commitments. In this submission, 'challenges' have been re-framed as 'opportunities'. 'Possible actions' have been re-framed and re-drafted as 'recommendations'.

Objective 1: No-one and no place left behind

Key opportunities
Plan and create communities with equitable access to infrastructure, education, jobs and cultural activities. Improve access to social services and transport for people living in middle and outer urban areas.
Objective 1 Recommendations
<ol style="list-style-type: none">1. Provide funding for schools to deliver ride and walk to school programs and ensure complete, safe active transport networks that connect schools to their local communities are part of funding guidelines under federal, state and territory investment programs.2. The Policy should acknowledge the specific cohorts of Australians for the diverse needs that are relevant to the urban planning framework being developed. Not only tourists, disadvantaged and First Nations groups, but different age and cultural groups require consideration in our national urban policy both for the needs they have and their potential contribution to the life of cities. The Office of Youth outlines the contributions and diverse experiences of young people¹⁴.3. Ensure planning and investment in social and affordable housing includes facilities for, and links, to active transport networks to ensure accessible and equitable transport choices are available to residents in all urban areas.4. Provide state governments with a framework to leverage private investment developer contributions for safe, equitable active transport networks, such as shared bike and pedestrian paths, as part of all major urban development projects.

Objective 2: All people belong and are welcome

Key opportunities
<ul style="list-style-type: none">• Everyone is able and encouraged to participate in community life.
Objective 2 Recommendations
<ol style="list-style-type: none">5. Provide national guidance to ensure the best possible outcomes in relation to delivery of infrastructure for active transport in all cities. This could be endorsement and inclusion of global best practice guidelines such as NACTO Urban Street Design Guides¹⁵ (or a national equivalent) and national best practice guidelines such as the Heart Foundation's

¹⁴ [Office for Youth](#), accessed on 15 July 2024.

¹⁵ <https://nacto.org/publications/design-guides/>, accessed on 5 July 2024.

Healthy Active by Design¹⁶ and the previously developed National Urban Design Protocol¹⁷.

6. National commitment should be negotiated with states and territories to ensure that the active transport infrastructure is in place for all new housing developments in the same way as the 'national approach to improving mobile coverage in housing growth areas' recently announced by Minister for Communications, the Hon. Michelle Rowland¹⁸.
7. Clearly articulate the multiple benefits and collect performance and use data to illustrate the health, environmental, liveability, equity, economic and congestion benefits of investment in active transport.

Objective 3: Our urban areas are safe

Key opportunities

- Everyone has access to safe mobility in Australia's cities, whether in a private vehicle, on public transport or walking and cycling.

Objective 3 Recommendations

8. Require all transport and community infrastructure projects to achieve nationally consistent and agreed design and planning guidelines consistent with Vision Zero principals (see #3) when federally funded.
9. Collaborate with state, territory and local governments, to provide guidance on inclusive urban design principles to enhance urban safety, accessibility, liveability and equity through existing frameworks such as COAG or the Planning Minister's Meeting.

Objective 4: Our urban areas are sustainable

Key opportunities

- The transition to zero carbon transport modes is an opportunity to rapidly reduce our carbon emissions while reaping immediate health and economic benefits as part of a resilient and equitable transport system.

Objective 4 Recommendations

10. The Policy should explicitly outline how the Australian Government will address the major contribution of transport to emissions through this Policy. Every federally funded transport project should be assessed on the relative carbon costs of its projected passenger movement capacity in addition to all traditional assessment parameters.
11. Provide a significant increase in funding of active transport infrastructure. This will be needed if cities are to 'lead the climate solution by promoting sustainable transport'¹⁹. The increase in funding active transport should match future agreed mode share targets that the Policy document states are 'needed to create cleaner and more sustainable cities'²⁰. As stated in the Policy, 'these strategies not only contribute to environmental sustainability but also enhance public health outcomes and the liveability of our cities.'
12. Introduce financial incentives for the purchase of e-bikes and adopt consistent legislation for the use of e-bikes and bicycles as exists for EVs by changing the work use requirements under FBT legislation.

¹⁶ <https://www.heartfoundation.org.au/healthy-living/healthy-active-by-design>, accessed on 8 July 2024.

¹⁷ <https://www.infrastructureaustralia.gov.au/publications/creating-places-people-urban-design-protocol-australian-cities>, accessed on 8 July 2024.

¹⁸ <https://minister.infrastructure.gov.au/rowland/media-release/new-national-approach-improving-mobile-coverage-housing-growth-areas>, accessed on 8 July 2024.

¹⁹ Draft National Urban Policy, page 31.

²⁰ Ibid, page 31.

13. A target of 64% of non-freight trips to be made without a car by 2030 (Climate Council recommendation)

Objective 5: Our urban environments and communities promote health and wellbeing

Key opportunities

- Building safe and accessible walking and riding paths, community spaces and accessible local destinations will contribute to positive health outcomes and reduce social isolation.

Objective 5 Recommendations

14. Ensure investments in community and environmental initiatives, in collaboration with state, territory and local governments, are delivering safe, accessible active transport infrastructure by establishment of clear performance and design guidelines for all such investments. Refer to Rec. #3.
15. All new housing to be accessible by active transport means within 800m of a train or metro station or 400m of a medium-frequency bus stop. Prioritise and identify low socio-economic areas that have the worst outcomes for transport and active transport that affect people's ability to access health, education and employment services.

Objective 6: Our urban areas promote productivity

Key opportunities

- Active transport is prioritised as an important part of an integrated transport system.
- Everyone has more options for how they travel.
- Making streets more accessible for active transport provides more opportunities for innovative solutions for last mile delivery.

Objective 6 recommendations

16. Introduce financial incentives for the use of e-cargo bikes in logistics and freight deliveries for the 'last mile'.
17. Increase funding for active transport infrastructure to 10% of federal transport investment.
18. Increase the quality and availability of infrastructure for active transport, such as walking, cycling and e-mobility, and support funding and education programs for behavioural shifts that promote increased active transport within communities

Conclusion

In conclusion, Australian bicycle organisations look forward to the final National Urban Policy document. We would be happy to provide further input to the development of the Policy. We welcome a future National Urban Policy that has measurable targets and metrics under each objective and more succinctly sets out an implementation plan with roles for all levels of government, how it will be monitored and how progress will be reported annually or as agreed.

Contacts

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