

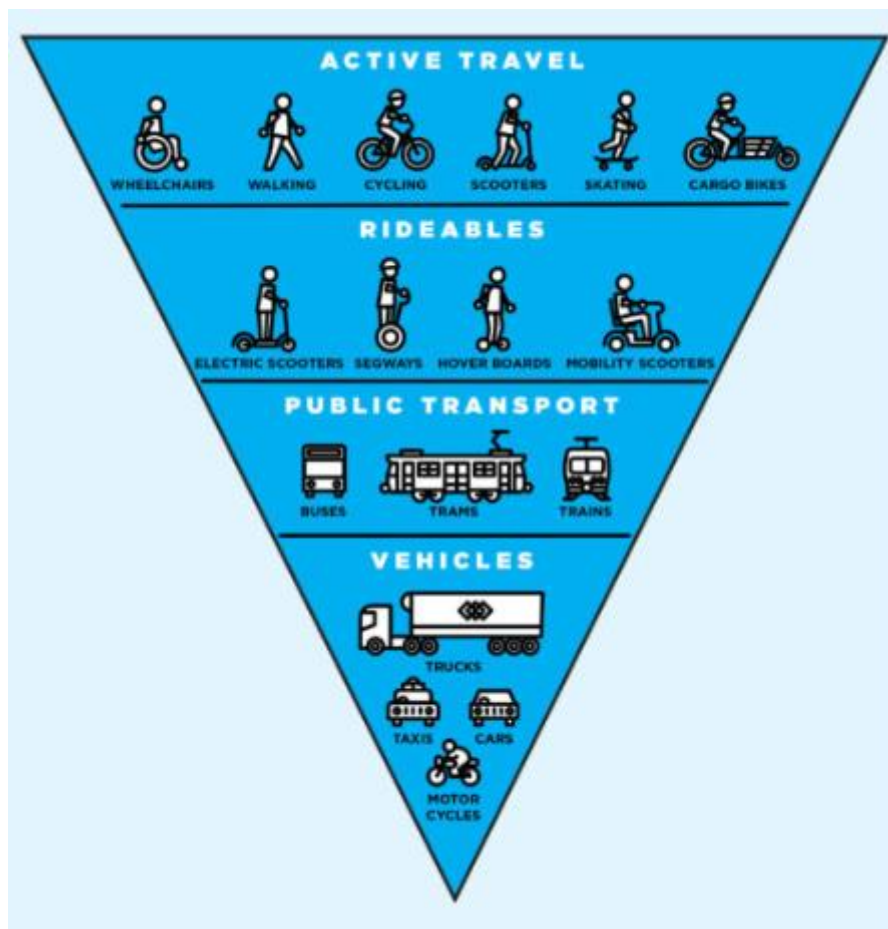
**Paul Magarey submission**  
**Received 24 June 2024**

To whom it may concern,

As a former chair of the Australian Bicycle Council (when it existed to coordinate the implementation of various Australian National Cycling Strategies), I'd like to put my weight behind this very good submission from Better Streets.

I'd like to add a few comments by way of my own submission. Given the stress climate change is going to put on our transport infrastructure, it is essential to put the access and safety of pedestrians and bike riders, the most sustainable but also vulnerable of road users, at the top of any hierarchy for consideration in city street environments, followed by public transport users, then ride-share, with freight and private vehicle users being placed last.

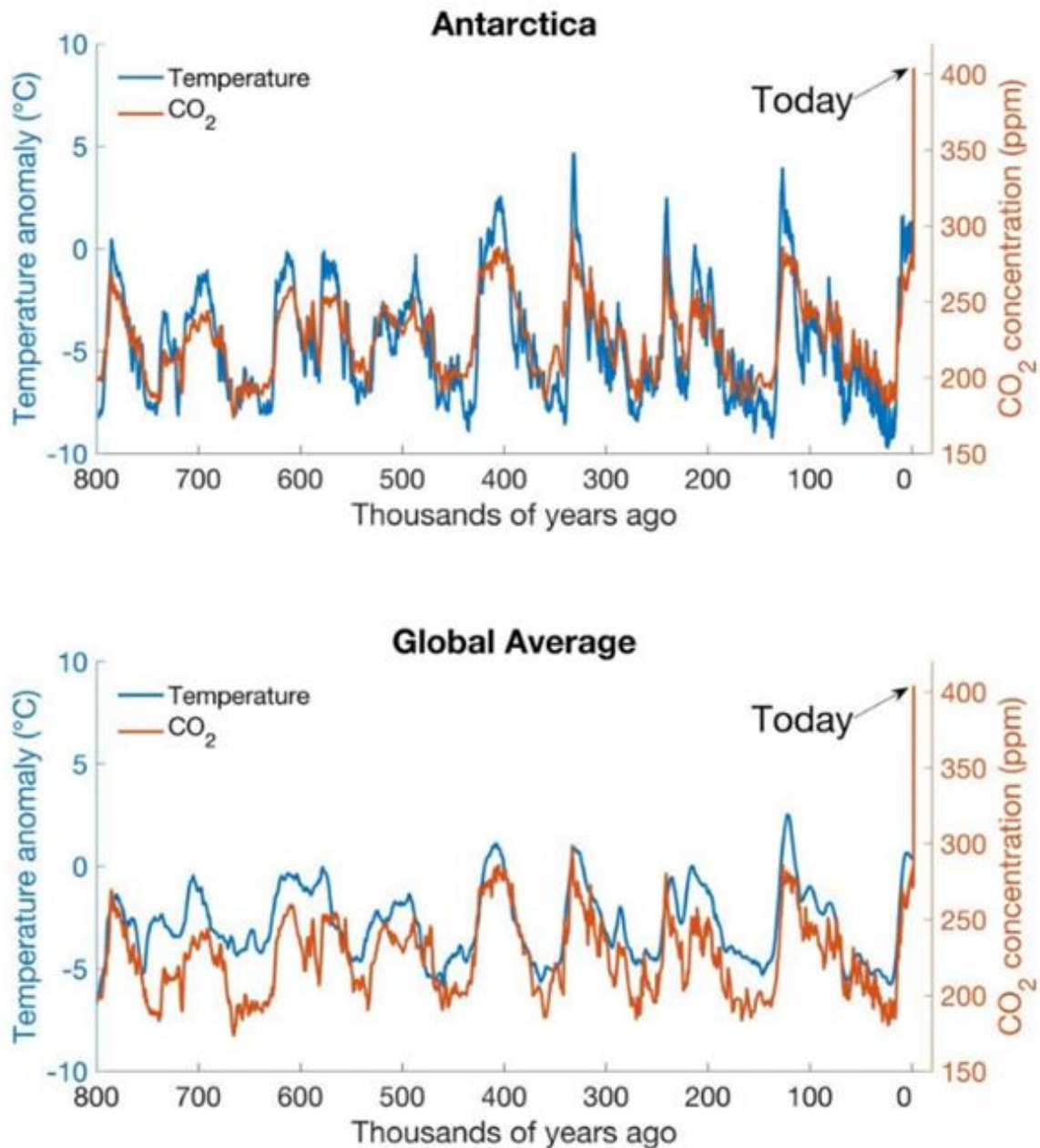
Such a policy decision is emphasised by the [Reverse Traffic Pyramid](#) (a modern version of which from the Bicycle Network is pasted below). The growing popularity of personal mobility devices (bikes, scooters, skateboards etc) should be encouraged, especially via integration with PT. However, as they can travel at great speeds, they increase the need for separation of walking and cycling modes where there is heavy traffic.



The need for policy decisions to emphatically support the most sustainable transport modes (walking, cycling and public transport) arises from the climate disaster that

awaits us. Any transport plan needs to preface its work with a sense of urgency of the need to lower resource usage on transport.

The figure below shows how CO<sub>2</sub> levels and temperature anomaly mirror each other over 800,000 years.



Global average CO<sub>2</sub> levels in atmosphere. Data from Parrenin et al. 2013; Snyder et al. 2016; Bereiter et al. 2015. Image: Ben Henley and Nerilie Abram/The Conversation

With global CO<sub>2</sub> emissions (which lead temperature changes) [heading for 420 ppm](#) (and higher), there is a great need for speed of action. While the impacts of climate change have become more and more evident, transport emissions in Australia still have had [the highest rate of growth of any sector since 1990](#). As climate change impacts

more and more supply lines, it is critical that all Government prepares for a low resource usage and carbon neutral future.

I would be happy to discuss this short submission.

Yours sincerely,

Paul Magarey  
former Chair (2002 - 2006)  
Australian Bicycle Council

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