

Attention: Tim Davern

National Transport Commission

Public submission

Bicycle Network submission to the National Transport Commission – Barriers to the safe use of personal mobility devices Consultation Regulation Impact Statement

While Bicycle Network appreciates the complex challenges that personal mobility devices (PMDs) pose for legislators, engineers and traffic planners, we cannot support giving PMDs access to bike lanes and paths. These are active travel spaces and should be exclusively reserved for human-powered vehicles such as bicycles, pedal-powered e-bikes and cargo bikes.

Bicycle Network acknowledges that alternative transport choice is important within an integrated transport system, however we cannot support legislation that would allow PMDs to choke up our bike lanes when the space for bike riders on our roads is already limited.

Without significant investment in infrastructure, our current lanes and cycleways cannot cater for PMDs without putting bike riders at risk.

Similarly, the allocation of space and provision of infrastructure for PMDs and other new transport modes cannot come at the expense of accessible and connected active transport.

Bicycle Network's Reverse Traffic Pyramid (a modification of a model developed by the Danish Bicycle Innovation Lab) (see *Attachment 1*) acknowledges that all transport modes have a place, but to create liveable cities, modes which promote health and active lifestyles must be prioritised above others.

Active transport offers considerable health, economic and environmental benefits for individuals and society and more must be done to make it easier for more people to ride.

Anthea Hargreaves

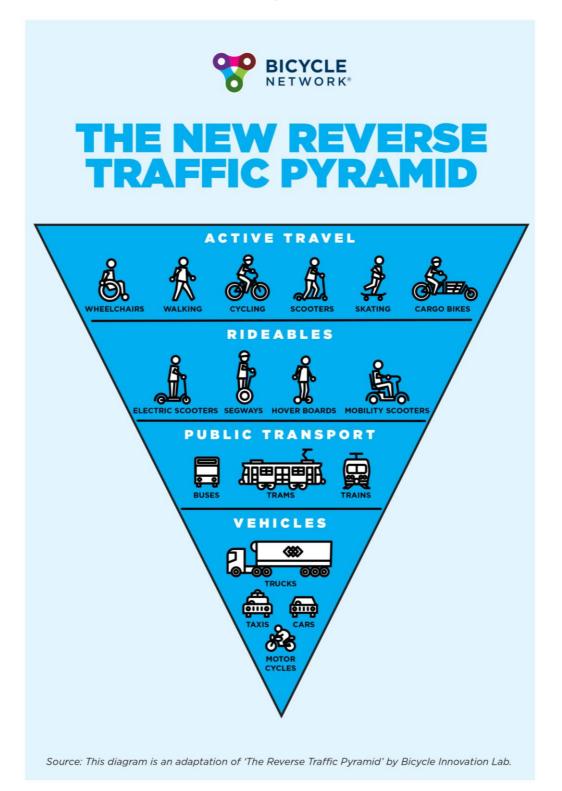
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Attachment 1. The New Reverse Traffic Pyramid



Making bike riding easy for everyone

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