



23 July 2025

Thank you for the opportunity to provide feedback to the review of the Climate Act.

1. How does climate change affect you, your business or your community?

Bike riders are exposed to the elements and so any shift in climate patterns that result in hotter days or more extreme storms will affect our ability to ride comfortably. Days that are too hot mean having to wear more protective clothing and carry more water to cope with the heat. While this is achievable for short trips, for people who like to ride for longer for exercise, it places greater stress on the body.

More frequent storm activity will also affect riders. Strong winds and heavy rain can affect the safety of riders, especially when on the road but also when riding in areas with a lot of trees.

More frequent bushfire risk is also a concern for riders as air pollution caused by smoke will affect all riders but particularly people already prone to asthma and other respiratory problems.

The impacts of flooding and fire on infrastructure will affect riders as many depend on a level, smooth surface to ride. Damage to roads and trails can occur from heavy water flows and damage to trees can make mountain bike trails unrideable.

2. What is your role in supporting action on climate change?

Bicycle Network promotes bike riding as a healthy, low-impact way to move around. With transport emissions stubbornly rising in Tasmania there is a big role for active and public transport to play in helping people switch out of more polluting modes. We advocate for adequate government investment in the infrastructure we need to get more people riding: safe, separated cycleways; secure bike parking; support programs to help people buy and maintain bikes; and learn-to-ride-safely programs.

3. What further action, if any, should be taken to reduce the impacts of climate change in Tasmania?

While the Climate Change Office has been innovative and proactive in supporting programs that help people to ride e-bikes as a car alternative, the government still needs to increase its investment in active and public transport infrastructure to reduce emissions.

Our active transport investment lags well behind other Australian states with no regular government funding to help local councils build cycling networks on the 80% of the state's roads they manage. Active transport routes need to follow recent state government guidance to ensure the majority of Tasmanians would feel comfortable riding along them. This means retrofitting streets to separate people riding from traffic or to reduce the number of cars to a level and speed that would help most people feel comfortable riding on the road.

There is also poor integration of riding and public transport, despite this being a key to increasing passenger catchments. There are no secure bike parking facilities at major public transport hubs, like there are in other states:

- <https://parkiteer.com.au/>
- www.metrotrains.com.au/bike-facilities/
- www.transperth.wa.gov.au/Cycling

The government has made a start with its bike cages at park-and-rides in the south of the state; however, these have been built without a security key so are not particularly useful until this is rectified. We look forward to the proposed Climate Change Office funded trial of secure bike parking options.

4. Has the Tasmanian Government effectively engaged with you in relation to climate change and climate change policy?

Yes, the Climate Change Office has reached out to get our input into transport policy and actions and the Department of State Growth is also approachable and consultative when it is

planning infrastructure that will affect bike riders. There is still some way to go to ensure everyone in the department is enacting the internal Walk, Wheel and Ride Policy. This policy uses already planned infrastructure activities to provide better active transport connections in a cost-effective way. However, we've recently seen a few projects where safe walking and cycling components have been left out of project plans. Retrofitting such infrastructure is very costly so building it when other road elements are built is the sensible and financially diligent approach. We'd like to be included at the planning stage for scope and budget for all road and transport projects to ensure safe cycling facilities and parking are considered.

What is the most appropriate climate change governance model for Tasmania?

We'd like to see a governance model that ensures set climate goals are monitored and reported on: there's not much point in setting goals if nobody is held responsible for seeing them realised. This can be seen in the transport sector emission reduction plan – there are big ticket infrastructure goals within the referenced Keeping Hobart Moving Plan but nowhere near enough funding is going into achieving its active transport goals.