

Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

Response received at:

August 6, 2024 at 9:33 PM GMT+10

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- 1 Confirm that you have read and understand this privacy notice.
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Yes
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Lisa
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- 9 Who are you answering on behalf of?
Organisation
- 10 Organisation name
Better Futures Australia - Local Government Working Group
- 11 What best describes you or your organisation?
Other: "Alliance"
- 12 What sector do you represent?
Climate change/net zero
- 13 What state or territory do you live in?
Queensland
- 14 Postcode
4103
- 15 What area best describes where you live?
City
- 16 1. Do you support the proposed guiding principles?
Yes
- 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?
Yes

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?

Yes

21 3.1 Please add details to your response.

We urge the Department to consider the following recommendations:

Inclusion of Local Government as a Key Stakeholder: Local Government is crucial yet notably absent from the Transport Plan's framework. The introduction fails to mention local governments, yet states, "As action on climate change is a shared responsibility, we will continue to work in partnership to reach net zero, especially with state and territory governments, industry, communities, and international organisations." This oversight undermines the substantial role local governments play in operationalising transport policies at the community level.

Provide clarity on how Local Governments can access the \$100 million Active Transport Fund: We request explicit, actionable guidelines on how Local Governments can access the Active Transport Fund. Clear processes are essential to empower local entities ready to implement transformative projects effectively.

Multilevel Governance: The roadmap and action plan should specify how all levels of government will collaborate on legislation, planning, design and delivery of transport and infrastructure and investment to overcome current barriers, as well as collaboration with industry stakeholders and the community. Good transport policy requires a mix of solutions to enable fast, effective, equitable, inclusive and affordable transport.

Collaboration between federal, state, and local governments is essential to ensure a cohesive approach to reducing transport emissions. As local governments manage 77% of the national road network and are often the first responders to climate impacts, their role cannot be understated. Yet they remain under-resourced and constrained by state, territory and federal legal and institutional framework, particularly in areas like local EV charging infrastructure, community engagement, and funding.

Multilevel governance solutions involve setting ambitious emissions reduction targets, implementing supportive policies and regulations, investing in sustainable infrastructure, and fostering innovation in clean transportation technologies. Key strategies include electrification of vehicles, expanding public transportation options, improving fuel efficiency standards, and promoting active transportation modes such as walking and

cycling. Many local governments already have transport emissions reduction plans, and state and federal governments can target programs to support collaborative efforts and drive sustainable transport solutions nationwide.

Strengthening Local Initiatives: Transport is one of the hardest sectors to abate, however councils are uniquely placed to have impact. Local governments play a crucial role in addressing transport emissions as they are responsible for urban planning, public transportation, and infrastructure development. Initiatives at the local level include the expansion of public transport networks, implementation of cycling and walking infrastructure, and promotion of carpooling and ridesharing services. Local governments can also influence land-use planning to reduce the need for long-distance commuting and encourage mixed-use developments that promote walking and cycling. The recent federal announcement of a \$100 million active transport fund, channelled through state governments, acknowledges the importance of local government involvement, but budgetary inertia for transport infrastructure across all government levels is a key barrier. Collective advocacy for effective approaches is crucial, alongside opportunities for regional or sector-based proposals.

Provide accessible and nationally consistent data for decision making: To tailor and refine transport policies effectively, decision-makers require access to robust, nationally consistent data. Existing tools can be leveraged to provide insights that aid in setting and tracking targeted interventions across different transport modes.

22 4. What should be included in a national policy framework for active and public transport and how should it be developed?

Provide accessible and nationally consistent data for decision making: To tailor and refine transport policies effectively, decision-makers require access to robust, nationally consistent data. Existing tools can be leveraged to provide insights that aid in setting and tracking targeted interventions across different transport modes.

The pathway to net zero will be different for each transport mode. The effective approach for each transport mode and associated policies will need a solid evidence base to determine opportunities to evaluate and improve. Resources like the Google Environmental Insight Explorer data and associated transport dashboard can provide accessible information to transport decision makers to enable effective target setting and transparent tracking and evaluation of transport policies for monitoring, evaluation, research and learning across local government, state and federal boundaries.

Figure 1: The Google Environmental Insights Explorer transport data provides transport mode information from 2018-2023 for all states and many federal electorates and local government areas. Alternative transport is the sum of all public and active transport modes. Inclusion of EV registrations is also provided to start tracking the shift from

Internal Combustion Engines (ICE) to electric modes of transport. Data can be viewed by distance, trips or emissions (absolute or percentage).

Target setting and tracking

Setting targets for each transport mode enables policy makers to see the impact of their decisions over time. Targets can be tracked at multiple geographic scales/regions.

Figure 2: NSW Alternative transport trips (%) from 2018-2022, and the projected trend to 2050. The red line indicates a target of 50% alternative transport trips by 2030, and the blue bands show the current uncertainty associated with the projections (the relatively high level of uncertainty at the moment is due to the disruption arising from the Covid pandemic).

There is enormous potential for using local activity data to identify and establish targets for improved practice at state and local government levels. The difference between best practice and local measurements across all Australian states, indicates several states could improve practice by upwards of 25%. If all councils across the country used these metrics to evaluate and improve upon strategies for improving active and alternative transport, national transport emissions could be reduced by upwards of 12 million tonnes of carbon dioxide per year (~2.6% of Australia's national emissions).

Additionally this resource can be used to establish if budgets are consistent with targets. For example the Victorian State Government in a Climate Transport Pledge (2021) has set an active transport 2030 pledge target of 25 per cent share of all trips in Melbourne, but active transport is allocated less than 0.5 percent of the state transport budget which will hamstring attempts to meet the target.

Cohort comparison

Making this resource accessible to all local, state and national transport policy makers as well as community groups advocating for transport solutions would enable comparison of various successful regions and support collaboration. For example NSW has the highest distance travelled by alternative transport of any state - sharing knowledge across decision making boundaries will support replicating successes elsewhere.

Figure 3: Alternative transport cohort comparison of Australian States and Territories, demonstrating NSW has the highest distance % and NT the lowest.

Figure 4: Transport modes from the NSW Sydney federal electorates of Graylander and Chiffley (2022), demonstrating the difference of alternative transport distance travelled (bottom blue bar) Source Google EIE - Transport dashboard.

Prioritise Transport Infrastructure: A major shift is needed in transport infrastructure funding priorities - emphasising public and active transport over traditional road

investments - at both the state and federal level. Avoid and shift measures have the least cost, most benefit, and reduce emissions the fastest. Prioritisation of public transport, cycling and walking is supported by the latest IPCC report in 2022 recommending at least 50% of transport budgets going to public transport, and at least 20% to active transport to align with UN recommendations and global best practice. Current funding focuses on roads rather than public or active transport. Much more needs to be allocated to public transport, walking and cycling to address a systemic imbalance over decades that has led to increasing car dependency, congestion and reducing city-wide livability and sustainability.

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?

National transport actions - for local, state and federal governments: The authors of this submission are currently drafting the Australian Local Government Climate review - providing evidence based recommendations for actions across all levels of government. A draft summary of recommendations relevant to Transport Policy is provided in Appendix I for both council corporate infrastructure, and community-wide approaches. These recommendations will be finalised shortly and published at the Better Futures Forum in September.

Local governments will also be heavily hit by climate impacts and face direct risks across essential services, assets, and operations. Local governments play a crucial role in addressing climate change adaptation and risk at the community level due to their responsibilities for land use planning, infrastructure development, emergency management, and public health and safety. Effective climate adaptation and resilience-building demand concerted efforts across all levels of government and collaboration among stakeholders. Prioritising net zero climate resilient cities and transport infrastructure will require national support for councils to work across boundaries and collaborate across regions, states and federally.

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
262 Redacted
BFA_Joint_Submission_Transport_and_Infrastructure_Net_Zero_Consultation_Roadmap.5e931837.pdf
- 69 Upload a submission
Not answered
- 70 Upload supporting file
Not answered
- 71 Upload supporting file
Not answered



6 August 2024

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
Submitted via: www.consult.dcceew.gov.au

Transport and Infrastructure Net Zero Consultation Roadmap

Dear Department,

We welcome this opportunity to participate in the Transport and Infrastructure Net Zero Consultation. This submission represents a coalition of organisations, involving engagement with over 189 local councils across Australia. Through the Better Futures Australia (BFA) Local Government Working Group, we are committed to fostering urban environments that are sustainable, inclusive, and resilient.

Our group is actively working to support transformative projects that align with the draft Net Zero goals to create liveable, equitable, productive, sustainable, and resilient transport systems for all Australians. This submission focuses on evidence-based recommendations for transport recommendations for local, state and federal governments. These will be detailed in the forthcoming 2024 Australian Local Government Climate Review, with a draft summary included in Appendix I.

We urge the Department to consider the following recommendations:

- 1. Inclusion of Local Government as a Key Stakeholder:** Local Government is crucial yet notably absent from the Transport Plan's framework. The introduction fails to mention local governments, yet states, "As action on climate change is a shared responsibility, we will continue to work in partnership to reach net zero, especially with state and territory governments, industry, communities, and international organisations." This oversight undermines the substantial role local governments play in operationalising transport policies at the community level.
- 2. Provide clarity on how Local Governments can access the \$100 million Active Transport Fund:** We request explicit, actionable guidelines on how Local

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Governments can access the Active Transport Fund. Clear processes are essential to empower local entities ready to implement transformative projects effectively.

- 3. Multilevel Governance:** The roadmap and action plan should specify how all levels of government will collaborate on legislation, planning, design and delivery of transport and infrastructure and investment to overcome current barriers, as well as collaboration with industry stakeholders and the community. Good transport policy requires a mix of solutions to enable fast, effective, equitable, inclusive and affordable transport. Collaboration between federal, state, and local governments is essential to ensure a cohesive approach to reducing transport emissions. As local governments manage 77% of the national road network and are often the first responders to climate impacts, their role cannot be understated. Yet they remain under-resourced and constrained by state, territory and federal legal and institutional framework, particularly in areas like local EV charging infrastructure, community engagement, and funding.¹

Multilevel governance solutions involve setting ambitious emissions reduction targets, implementing supportive policies and regulations, investing in sustainable infrastructure, and fostering innovation in clean transportation technologies. Key strategies include electrification of vehicles, expanding public transportation options, improving fuel efficiency standards, and promoting active transportation modes such as walking and cycling. Many local governments already have transport emissions reduction plans, and state and federal governments can target programs to support collaborative efforts and drive sustainable transport solutions nationwide.

- 4. Strengthening Local Initiatives:** Transport is one of the hardest sectors to abate, however councils are uniquely placed to have impact. Local governments play a crucial role in addressing transport emissions as they are responsible for urban planning, public transportation, and infrastructure development. Initiatives at the local level include the expansion of public transport networks, implementation of cycling and walking infrastructure, and promotion of carpooling and ridesharing services. Local governments can also influence land-use planning to reduce the need for long-distance commuting and encourage mixed-use developments that promote walking and cycling. The recent federal announcement of a \$100 million active transport fund, channelled through state governments, acknowledges the importance of local government involvement, but budgetary inertia for transport

¹ <https://alga.com.au/policy-centre/roads-and-infrastructure/>

infrastructure across all government levels is a key barrier. Collective advocacy for effective approaches is crucial, alongside opportunities for regional or sector-based proposals.

- 5. Provide accessible and nationally consistent data for decision making:** To tailor and refine transport policies effectively, decision-makers require access to robust, nationally consistent data. Existing tools can be leveraged to provide insights that aid in setting and tracking targeted interventions across different transport modes.

Transport Modes

The pathway to net zero will be different for each transport mode. The effective approach for each transport mode and associated policies will need a solid evidence base to determine opportunities to evaluate and improve. Resources like the [Google Environmental Insight Explorer data](#) and associated transport dashboard can provide accessible information to transport decision makers to enable effective target setting and transparent tracking and evaluation of transport policies for monitoring, evaluation, research and learning across local government, state and federal boundaries.

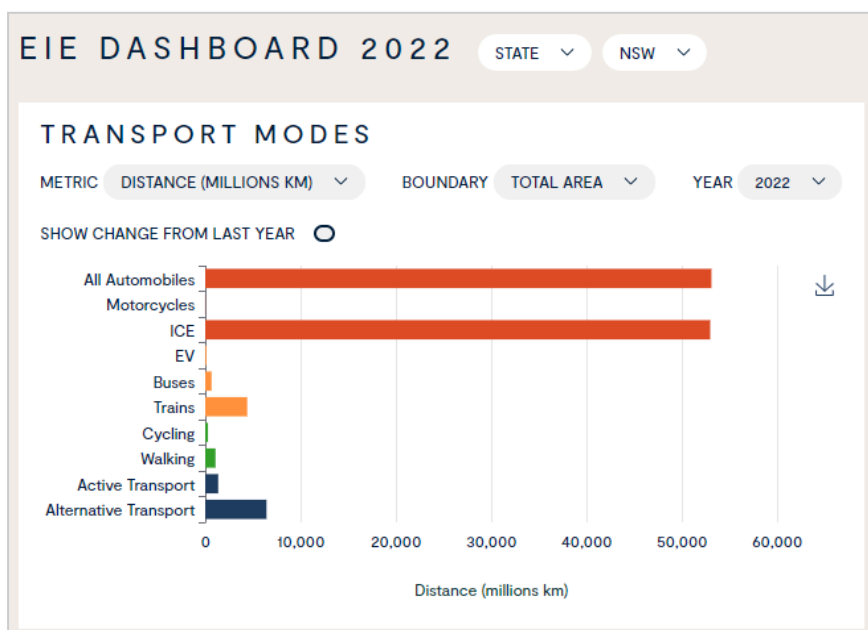


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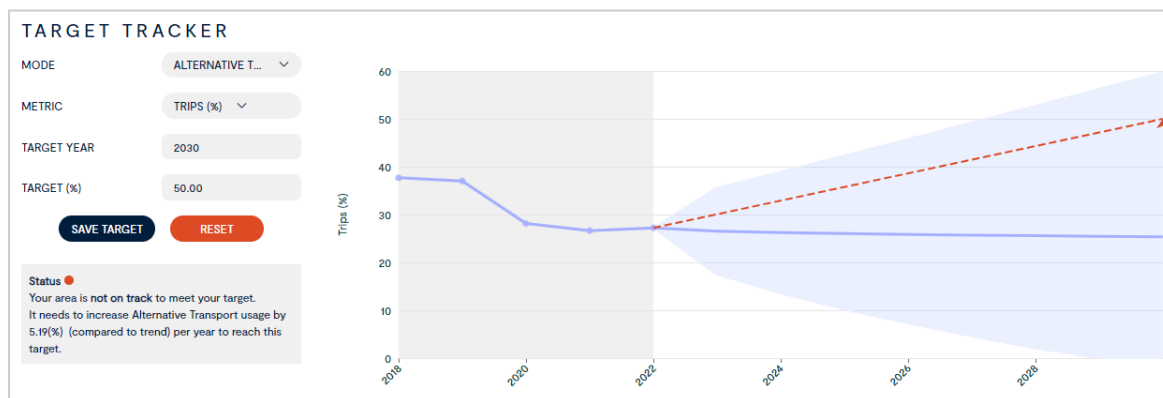


Figure 2: NSW Alternative transport trips (%) from 2018-2022, and the projected trend to 2050. The red line indicates a target of 50% alternative transport trips by 2030, and the blue bands show the current uncertainty associated with the projections (the relatively high level of uncertainty at the moment is due to the disruption arising from the Covid pandemic).

There is enormous potential for using local activity data to identify and establish targets for improved practice at state and local government levels. The difference between best practice and local measurements across all Australian states, indicates several states could improve practice by upwards of 25%. If all councils across the country used these metrics to evaluate and improve upon strategies for improving active and alternative transport, national transport emissions could be reduced by upwards of 12 million tonnes of carbon dioxide per year (~2.6% of Australia’s national emissions).

Additionally this resource can be used to establish if budgets are consistent with targets. For example the [Victorian State Government in a Climate Transport Pledge](#) (2021) has set an active transport 2030 pledge target of 25 per cent share of all trips in Melbourne, but active transport is allocated less than 0.5 percent of the state transport budget which will hamstring attempts to meet the target.

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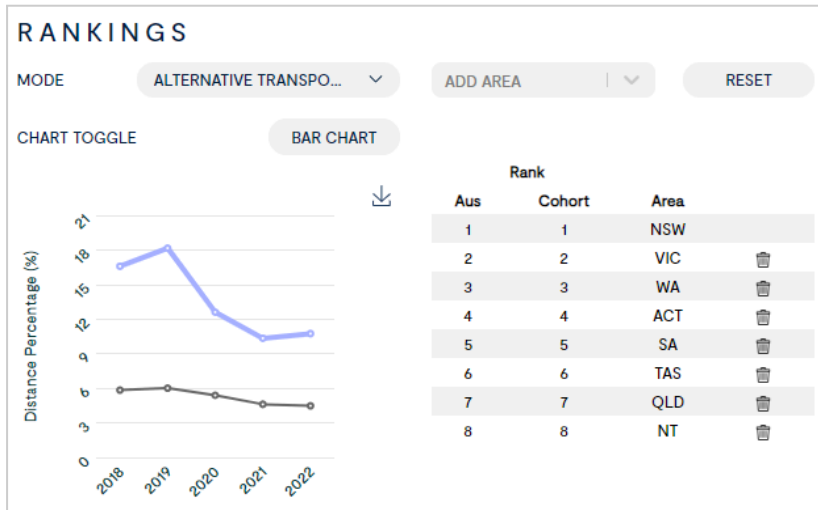


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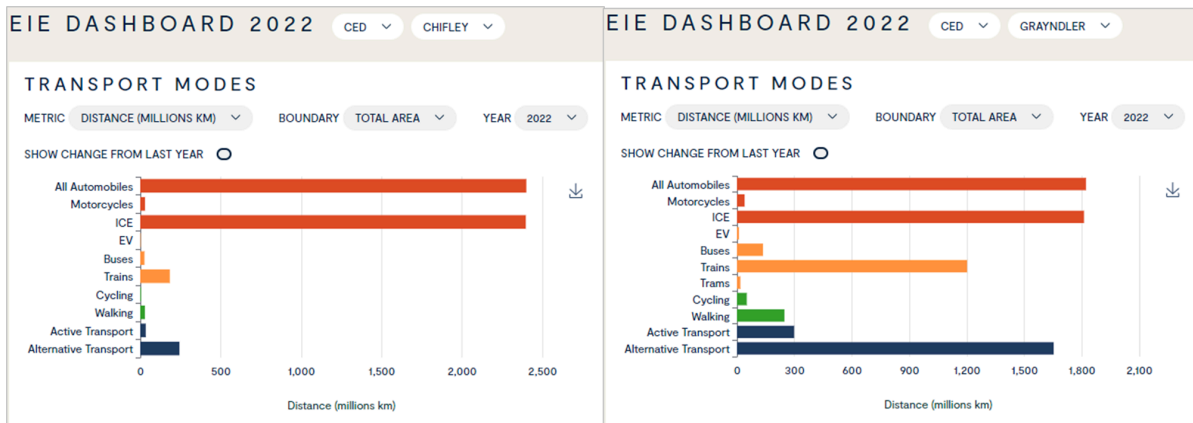


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- 6. Prioritise Transport Infrastructure:** A major shift is needed in transport infrastructure funding priorities - emphasising public and active transport over traditional road investments - at both the state and federal level. Avoid and shift measures have the least cost, most benefit, and reduce emissions the fastest. Prioritisation of public transport, cycling and walking is supported by the latest IPCC report in 2022 recommending at least 50% of transport budgets going to public transport, and at least 20% to active transport to align with UN recommendations and global best practice. Current funding focuses on roads rather than public or active transport. Much more needs to be allocated to public transport, walking and cycling to address a systemic imbalance over decades that has led to increasing car dependency, congestion and reducing city-wide livability and sustainability.
- 7. Scaling Successful Programs:** Many local governments are taking the lead on planning for EV charging infrastructure, particularly for residential and regional neighbourhoods while State or Federal governments focus on major transport routes. There are a wide range of emerging approaches and business models to ensure that communities can access charging, including in locations where there is a lack of off street private parking, that local governments are well suited to lead. A few examples that could be scaled up with federal support include:

 - a. [Charging the Regions](#):** The largest public local government EV fast charging network in Australia. The Central Victorian Greenhouse Alliance (CVGA) worked in partnership with 13 local councils and the Victorian Government to deliver a network of public EV charging infrastructure to address the Electric Vehicle charging station gaps identified in the [Charging the Regions Case Study project](#). The funding fast tracked investment in key towns to ensure there is a dense network of charging stations in the Mallee and Loddon Campaspe region, as well as other regions in Victoria. The project installed a mix of DC fast chargers, located on council land and in locations identified in collaboration with participating councils. In total, 23 electric vehicle charging stations were installed across our partner councils. The project supports regional jobs and tourism and encourages EV purchases locally.
 - b. [Western Sydney Electric Vehicle Roadmap 2022](#):** This Roadmap demonstrates the role councils can play in the transition to EVs, alongside the barriers to wider EV uptake. Developed by eight local governments under the Western Sydney Regional Organisation of Councils, the report explores the increase in capital costs for more expensive vehicles and the installation of charging infrastructure but demonstrates that electric vehicle investment is

likely to bring about a positive return within the next decade. Councils should invest in joint purchasing, financing, and grant applications to build skills surrounding the procurement and use of charging infrastructure.

c. [Northern Council's Alliance Community Electric Vehicle Transition Plan:](#)

Melbourne's north is home to 20% of the population of Greater Melbourne. It is one of the fastest growing regions, with a population of 1.5 million forecast by 2036. Transport is a major source of greenhouse gas emissions and the transition to sustainable transport modes, including walking, cycling, buses and EVs, provides a significant opportunity to decarbonise transport across the region and improve liveability. The Community Electric Vehicle Transition Plan is an evidence-based, detailed plan for supporting lower emissions transport options for the community, businesses and Councils. Developed collaboratively by the municipalities of Banyule, Darebin, Hume, Mitchell, Merri-bek, Nillumbik and Whittlesea, it presents a series of recommendations for all levels of government. A key opportunity in the plan is that delivery of a comprehensive active transport network – including walking, cycling and micro mobility e-bikes and e-scooters – must play a part in creating a sustainable transport future. Active transport must be promoted and infrastructure provided that will encourage people to choose to walk and cycle rather than drive and Councils will need to embed emissions reductions into municipal transport strategies.

d. National transport actions - for local, state and federal governments:

The authors of this submission are currently drafting the Australian Local Government Climate review - providing evidence based recommendations for actions across all levels of government. A draft summary of recommendations relevant to Transport Policy is provided in Appendix I for both council corporate infrastructure, and community-wide approaches. These recommendations will be finalised shortly and published at the Better Futures Forum in September.

Local governments will also be heavily hit by climate impacts and face direct risks across essential services, assets, and operations. Local governments play a crucial role in addressing climate change adaptation and risk at the community level due to their responsibilities for land use planning, infrastructure development, emergency management, and public health and safety. Effective climate adaptation and resilience-building demand concerted efforts across all levels of government and collaboration among stakeholders. Prioritising net zero climate resilient cities and transport



infrastructure will require national support for councils to work across boundaries and collaborate across regions, states and federally.

We look forward to contributing a policy that truly reflects the aspirations and needs of Australian communities, driving towards a future that prioritises resilience and sustainability in urban development. Our Local Government network stands ready to engage further in shaping a policy framework that genuinely reflects the needs and ambitions of Australian urban areas.

We look forward to engaging with you further on the development of this plan and on a pathway to transform our transport system to be free of fossil fuels, equitable, safe, accessible and reliable. We welcome continued dialogue to refine and implement these crucial policies. For arranging follow up discussion, please get in touch via [REDACTED] or [REDACTED].

Sincerely,

[REDACTED]

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Appendix I

Draft Transport opportunities and recommendations from the Australian Local Government Climate Review

Table 1. Actions for local, state and federal government to support local government corporate transport and infrastructure emissions reduction.

Local Government	State Government	Federal Government
<p>Develop EV fleet transition plans starting with passenger fleet to EVs and moving to vans and utes</p> <p>Establish targets for fleet emissions</p> <p>Install EV charging stations at council facilities</p> <p>Implement vehicle sharing programs</p> <p>Undertake feasibility studies, trials and monitor technological advancement for heavy vehicles and light and heavy plant</p>	<p>Support the installation of EV charging infrastructure through resourcing and strategic planning</p> <p>Grants for fleet purchasing and building electricity upgrades to support EV capacity</p>	<p>Create low emissions standards for new vehicles</p> <p>Expand targets for EV adoption rates</p> <p>Create incentive schemes to expand the EV market, improving the range of brands and models, in particular for the lower end of the market</p> <p>Support and build upon the National Electric Vehicle Strategy</p> <p>Support development of zero emissions specialist fleet vehicles like utes, street sweepers and garbage trucks</p>

Table 2. Actions for community and local, state and federal governments to support the transport and infrastructure net zero roadmap.

Community groups, households and business	Local Government	State Government	Federal Government
<p>Seek alternative and active transport opportunities</p> <p>Consider purchasing an electric vehicle-including electric bikes or scooters</p> <p>Examine local options for EV charging, and advocate to council for on-street car charging if required</p> <p>Consider moving to car share services where relevant services are provided</p> <p>Consider eBikes and other new active transport options</p> <p>Use more public transport, walking and</p>	<p>Prioritise active transport precincts and collaborate with local community on design</p> <p>Increase shared transport and public transport infrastructure</p> <p>Support mode shift in urban areas and better design in peri urban areas</p> <p>Support electrification in regional/rural areas</p> <p>Enhance and increase walking and cycling infrastructure</p> <p>Implement street calming measures (e.g., bollards, medians, refuge islands, trees, lower speeds)</p> <p>Mandate car share infrastructure in new developments</p> <p>Promote e-bike programs</p> <p>Educate community on EVs</p> <p>Offer incentives like designated parking and discounted rates for EV users</p> <p>Plan to gradually remove on-street parking for ICE</p>	<p>Collaborate with local government to design electric bus networks</p> <p>Make public transport planning and operation more accessible for local government and community to participate in and collaborate on</p> <p>Improve public transport services and active transport infrastructure</p> <p>Implement multi-tier governance strategy on EV charging infrastructure</p> <p>Develop strategies around how key freight infrastructure and routes will support electrification</p> <p>Boost public transport funding to 50% of transport budgets</p> <p>Boost active transport funding to 20% of transport budgets</p> <p>Power urban and regional train network from renewables</p>	<p>Support shift from aviation to rail for domestic and commercial travel</p> <p>Shift road freight to rail with co-benefits in road safety and road infrastructure</p> <p>Provide incentives for the electrification of heavy vehicles</p> <p>Provide rebates for low emission vehicle purchases</p> <p>Help fund improved public transport services and active transport infrastructure</p> <p>Set targets for avoid and shift measures and each transport mode</p> <p>Build fast trains or High Speed rail networks to link regions and state capitals to reduce need for air travel</p>

<p>cycling into everyday activities</p> <p>For rural and regional areas, upgrade to EVs</p> <p>Avoid flying as much as possible</p>	<p>vehicles (with protections for vulnerable users)</p> <p>Assist third parties in installing EV chargers and participate in regional EV charging network strategies</p> <p>Revise local government planning controls to require all new developments to have active transport and electric vehicle infrastructure</p> <p>Provide funding to fast track cycling and walking capital works plans and increase the number of protected bike lanes</p> <p>Increase tree canopy to mitigate urban heat island effect especially along pedestrian and cycling routes</p> <p>Investigate second hand EV bulk buys for the community</p> <p>Increase public toilet access along key public and active transport routes</p> <p>Advocate for freight transport to be transitioned from on-road trucks to rail and for the electrification of diesel freight trains</p>	<p>Reduce lanes available to cars, and reduce speed limits</p> <p>Support regional and rural transport with a wide range of EVs to suit business and farming requirements</p> <p>Invest in Bicycle Networks and more separated/protected cycling infrastructure and bike lanes on strategic routes - connecting schools, shops and railway stations</p> <p>Address gender and CALD barriers to accessing shared, public and active transport</p> <p>Invest in walkable neighbourhoods and shopping precincts</p> <p>Integrate bus and train timetables for more efficient travel</p> <p>Collaborate with councils to increase tree canopy to mitigate urban heat island effect especially along pedestrian and cycling routes</p>	<p>Develop nationally consistent light vehicle, ebike and scooter road rules and infrastructure to protect all users</p> <p>Provide a national e-bike subsidy to minimise purchase of first or second cars</p> <p>Reduce dependency on and explore alternative solutions for aviation and shipping fuels</p> <p>Limit aviation demand by restricting airport expansion and imposing a frequent flyer levy</p> <p>Wind up business tax write offs for new petrol/diesel vehicles, but continue for EVs</p>
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Thank you to our Partners



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Better Futures Australia is supported by Climate Action Network Australia and is a member of the Alliances for Climate Action, a global network of domestic multi-stakeholder coalitions committed to supporting the delivery and enhancement of their countries' climate goals and collaborating to build the groundswell of climate action across the world.