

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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Response ID:

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- 1 Confirm that you have read and understand this privacy notice.
Yes
- 2 Please indicate how and if you want your submission published.
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- 3 Published name
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- 4 Confirm that you have read and understand this declaration.
Yes
- 5 First name
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- 9 Who are you answering on behalf of?
Organisation
- 10 Organisation name
Get Around Cabo Carfree
- 11 What best describes you or your organisation?
Not for profit
- 12 What sector do you represent?
Active transport
Public transport
- 13 What state or territory do you live in?
Queensland
- 14 Postcode
4510
- 15 What area best describes where you live?
Regional area
- 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.

*Federal

Stop funding road building like Wales did. Stop giving tax breaks to cars.

Change the Austroads standards so repaved roads make their lanes narrower.

Encourage road diets in the Austroads guides.

Change the safety standards for cars so that snub fronted cars have a 1-star safety standard rather than 5-stars for the bounce on the bonnet. This will discourage people from buying big cars which are 'safer' (which aren't when they hit each other and hit pedestrians/bike riders).

Create marketing videos for social media to show that bike riders are allowed on roads. Or get TAC's videos shared nationally.

Provide the States with a new model of road building to ensure carbon emissions, vehicle & pollution clean up and public health costs are in the project costs, as well as a clear plan for funding obligations when the road becomes delapidated (i.e. highway lifespan is 50 years - then who bears the cost?).

Public health costs include

- collisions (death & disability)
- fuel & non-fuel emissions (fuel type, brake pads & dust, tyre dust, road dust, oil vapour)
- obesity diseases (heart, diabetes, cancer, etc)
- social isolation (includes higher medical, gambling, welfare dependence, family violence).
- noise & light pollution.

Give bicycles and scooters the same tax breaks as cars.

Ireland funds bus services after changing their question from 'we've got \$xxx, what can

you give us as a bus service' to 'how much does it cost to get a bus service with xx level of access for passengers' (see Jarrett Walker). There's an argument that buses find it difficult to be profitable. Cars aren't profitable. Make the comparison fair. (See Todd Litman's research).

*State

In the built-up areas in outer suburbs, encourage States to close a lane in the arterial roads where the level of service is A, B or C so that active transport people can use arterial roads. This will give people an option to not buy a car to get to the station.

Align the States so all arterial road shoulders have protected bike lanes which can't be used by cars (i.e. no parking, Qld allows parking in bike lanes - what's the purpose?).

How do we make bus shelters, train stations, streets and footpaths well-lit without increasing light pollution or emissions (but very much needed for women's safety).

Create bike locking areas at bus & train stations and remove Park & Ride for financial reasons (how cheap is the land given to cars at Park & Ride - if a developer were to charge for that space, how much would they expect on their return?). Use that space for secure bike and scooter racks.

*Councils

Given emissions are both from speed and vehicle type, how will the map (why is it called a roadmap?) work towards encouraging States and Councils to implement 30kph suburban street speeds instead of 50kph? This will lower fuel and non-fuel emissions of cars, encourage active transport, reduce collisions. It will need guides for cheap ways how to slow down cars on streets (speed design). Call these suburban street areas 'high access neighbourhoods' focusing on making the street safer, quieter, increasing children's academic performance, relationships with family & friends. How many States have 30kph speeds in their speed catalogue? See Rod King, 20s Plenty for guidance (he was behind the change in Wales).

Help councils fund bike & scooter share programs. Implement low income plans for escooters, e.g. Lime (Alexa Delbosc at Monash has the research). Target communities that

are likely to use them, e.g. high schools, neighbourhood centres, DV refuges, centrelink offices.

Require Councils to implement a strong justification for minimum parking mandates.

Many people at Council don't understand what is the pathway for Net Zero, e.g. Moreton Bay Council thinks that eCars are how we will get to Net Zero. Stop calling them EVs when you mean a car and call them eCars because then you can include eScooters and eBikes as EVs without confusion.

Moreton Bay has 175,000km of missing footpaths. TMR grants give \$ for \$ to the Council. Councils spend so much on roads, they can't afford to install these missing footpaths. What program could be implemented to install footpaths so that people can walk in the local neighbourhood instead of having to rely on developers to build the footpaths (which won't happen in older areas). Stop councils funding roads.

Subsidise councils to hold bike & scooter maintenance classes and 'how to ride your bike' classes. And put up info on the website for 'how to select a bike that works for you'?

The areas with the most desire for separated bike infrastructure are on the outskirts of Cities. Focusing on this area will reduce car-dependency in the outer suburbs.

Prepare a guide and support for how to redesign stroads into streets that work for the community.

*Lobbying

Read Dark PR by Grant Ennis to ensure you're not caught in one of the 9 tactics the road lobby uses to ensure maintenance of the status quo. For instance, how can faster roads be safer (denialism), don't be caught with 'try all solutions' instead focus on 'prioritised solutions' e.g. 30kph.

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?

Not answered

67 Have you removed any identifying information from your submission?

Not answered

68 Upload a submission

Not answered

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered