

# Transport and Infrastructure Net Zero Consultation Roadmap

## Take the survey

Department of Climate Change, Energy, Environment and Water

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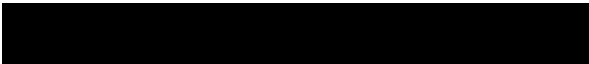
Response received at:

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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.  
Public
- 3 Published name  
Manningham Council
- 4 Confirm that you have read and understand this declaration.  
Yes
- 5 First name  
Emma
- 6 Last name  
Steele
- 7 Email  


8 Phone



9 Who are you answering on behalf of?

Organisation

10 Organisation name

Manningham Council

11 What best describes you or your organisation?

Government

12 What sector do you represent?

All transport

13 What state or territory do you live in?

Victoria

14 Postcode

3108

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?

Not answered

- 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?  
Not answered
- 21** 3.1 Please add details to your response.  
Not answered
- 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?

Yes

67 Have you removed any identifying information from your submission?

Yes

68 Upload a submission

MCC Submission to Government Publication Transport and infrastructure net-zero consultation roadmap.pdf

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

# Transport and Infrastructure Net Zero Consultation Roadmap

Manningham Council Submission - Transport

26 July 2024



Interpreter service

**9840 9355**

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## Introduction

1. This submission has been prepared on behalf of Manningham Council (Council) in relation to a 'roadmap' released by the Australian Government's Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department).
2. The 'Transport and Infrastructure Net Zero Consultation Roadmap' (the roadmap) seeks feedback on:
  - Potential pathways for transport and transport infrastructure to support economy-wide net zero goals.
  - The actions or policies the Australian Government will need to take to support these potential pathways.
3. The roadmap is a sectoral plan of the wider Australian Net Zero Plan and is the first stage of a two-part process for the transport and infrastructure sector. Stage 1 is the roadmap itself and will inform pathways, policies and actions in Stage 2, which will be outlined in the final Transport and Infrastructure Net Zero Roadmap and Action Plan.
4. Council welcomes the opportunity to provide feedback on this important matter and commends the proactive approach taken by the Department to consult at this early stage.
5. Council's submission focuses on the aspects of the roadmap that are most relevant to Manningham's integrated transport network. A submission focussing on climate and sustainability has been prepared on behalf of the Northern Alliance for Greenhouse Action (NAGA) - which Manningham is a part of.
6. Manningham Council plans/strategies of note in relation to the roadmap include:
  - Bus Network Review 2017
  - Transport Action Plan 2021
  - Gender Equity Action Plan 2022-2025
  - Climate Emergency Response Plan 2023
  - Economic Development Strategy 2011-2030
  - Economic Development Strategy 2023-2028
  - Liveable City Strategy 2040
  - Council Plan (2021-2025)
7. Council's Transport Action Plan (September 2021) provides a summary of Council's transport challenges and opportunities. The below points are important to consider in the context of evolving sustainability challenges and net zero goals:
  - Manningham's public transport system relies solely on buses.
  - Manningham is the only municipality in metropolitan Melbourne that is not serviced by a tram or train.
  - 70% of Manningham residents travel to work via car.
  - 62% of households in Manningham have access to two or more vehicles (compared to the Greater Melbourne average of 51%).

- 47% of short trips are taken by private vehicle.
- 12.9% of Manningham residents travel to work by public transport (compared to the Greater Melbourne average of 15.4%)
- Manningham has an ageing population.
- 8.9% of Manningham residents use the bus to travel to work (compared to the Greater Melbourne average of 1.5%)
- 90.6% of properties in Manningham are within 400 metres of a bus stop.

## Submission

### Guiding Principles

8. Manningham supports the five, high level guiding principles of the roadmap – *Maximise emissions reduction, value for money, maximise economic opportunity, inclusive and equitable, and evidence based.*
9. Maximising emissions reduction is aligned with Manningham’s Climate Emergency Response Plan (2023), Liveable City Strategy 2040 and ongoing Council actions to achieve net zero.
10. Value for money is a key consideration given the current cost of living crisis and the financial stress being felt by the community. Feedback received as part of a community survey in Manningham found that value for money was a major incentive for people to use our bus network. Additionally, it is widely accepted that bus network upgrades can achieve greater improvements for less financial investment as compared to infrastructure projects for road and rail.
11. Maximising economic opportunity is also a principle that is supported by Manningham. The roadmap focuses on economic opportunity for national-level and similarly large scale Australian businesses. In alignment with Manningham’s Economic Development Strategies, there should also be a focus on what role(s) local business and industries can play in the transition to net zero for transport.
12. Ensuring the process and outcomes of the net zero journey are inclusive and equitable is something that Manningham strongly supports. Manningham is committed to ensuring that all people in our community are treated with dignity, respect and fairness in alignment with our Gender Equality Action Plan. We expect that the same commitments will be upheld at all levels of government and industry involved in the roadmap and net zero transport transition. For the transport sector in particular, equitable physical access is also paramount, and inclusive access must be considered from the very outset of any plan, project or process.
13. Manningham supports the proposed evidence-based approach and expects that local knowledge from Councils and community will form part of any information gathering to support future transport improvements.

### Movement of People: promoting active and public transport

14. Manningham agrees that active and public transport can support the transition to net zero and these areas are a key focus of our strategic transport planning activity to-date.

### Zero Emissions Buses

15. The roadmap outlines that investment in electrified public transport is required to achieve higher usage rates and to improve safety, connectivity and convenience.
16. The public transport system in Manningham is limited to the bus network only, due to the lack of any heavy or light rail.
17. A key action of Manningham's Transport Action Plan (2021) is to advocate for Zero Emissions Buses (ZEBs).
18. Council is aware that the capacity of bus depots to support the extensive charging infrastructure required for electric buses is currently limited and is a major obstacle to large-scale roll out of ZEBs.
19. Council would like to see this issue clearly highlighted in the roadmap to ensure it is targeted for the development of solutions moving forwards. Retrospectively upgrading bus depots to support electric buses will be a major infrastructure and logistics challenge, which needs to be considered at this early stage.

### Bus Rapid Transit

20. Increasing mode shift towards public transport to lower emissions per passenger and reduce reliance on private vehicles requires a reliable transport network that is attractive to users.
21. Provision of a Bus Rapid Transit (BRT) service is considered Manningham's key public transport priority in the short to medium term in accordance with the Transport Action Plan 2021. BRT has also been recommended by Infrastructure Victoria in their December 2023 report '*Fast Frequent and Fair, how buses can better connect Melbourne*' as a viable option to make buses a competitive alternative to cars.
22. BRT has the ability to provide Manningham residents with a direct mass transit public transport connection to the CBD, at a cost effective and shorter timeframe, than rail. Key features/benefits include:
  - BRT is a bus-based public transport system, combining the recognised features of rail with the flexibility and cost advantages of road transport.
  - Separated right-of-way bus lanes with exclusive priority operating 24 hours a day, seven days a week.
  - Rationalising of bus stops/stations with improved passenger facilities at each station such as bus shelters, seating, lighting, real-time information, footpath access and accessibility and off-board ticketing facilities.
  - A BRT can be delivered in a shorter timeframe and at a fraction of the cost of heavy rail infrastructure.
23. Manningham's proposed initial BRT link is between Mitcham Station and the CBD via the Doncaster Road Corridor (see Figure 1). Part of this link will be provided by the Eastern Express Busway to be provided as part of the North East Link Project, but there are gaps at the start and end of the journey. Council's position is that BRT should

be seriously considered as an efficient method of increasing mode shift towards public transport to contribute to lowering emissions.



Figure 1 - Manningham's proposed BRT link

## Buses

24. As mentioned, Manningham is unique in being the only metropolitan Melbourne Council with no rail network.
25. Implementing Victoria's Bus Plan must be a key focus in moving towards net zero in transport, due to the invaluable contribution that buses provide to the transport network and to providing an alternative to private vehicles.
26. Research by Infrastructure Victoria outlined in their December 2023 report '*Fast Frequent and Fair, how buses can better connect Melbourne*' shows that without intervention, 84% of bus routes will be slower by 2036. This will make buses an even more unappealing option and may cause mode shift back to private vehicles.
27. Priority Bus Plan actions must include expansion of 'flexiride' services to support local community, implementation of the route upgrades modelled by the North-East Pilot Program, and provision of high frequency bus services – including a route to replicate the future Suburban Rail Loop alignment to improve connectivity to key locations and build future patronage for the rail project.

## Active Transport

28. Council agrees that active transport should be a key focus in working towards reducing emissions, including by investment in improvements in the safety, connectivity, and convenience of walking and cycling infrastructure.

29. Specifically, barriers to the roll-out of active transport infrastructure often relate to budget constraints, resourcing limitations (e.g., for planning and design) and/or community sentiment.
30. It is often the case that active transport infrastructure projects are locally led and managed. Council supports the roadmap's suggestions for government to be a more active leader and investor to achieve outcomes including better public awareness and education, technological innovations in active transport, zoning reform to prioritise active transport networks, active transport infrastructure improvements, integration of active transport with other networks, and creation of incentives for active transport.
31. The roadmap highlights the \$100 million Active Transport Fund committed to by the Australian Government over four years from 2025-26. Council hopes that this will provide meaningful support including infill network connections in established areas, *as well* as new networks in growth and regional areas.

### **Net zero pathways for each transport mode**

#### Road - light vehicles

32. Council agrees that trends continue to demonstrate heavy reliance on private vehicles, which must be redirected towards more sustainable transport modes. Statistics gathered for Manningham's Transport Action Plan (2021) show that 70% of Manningham residents travel to work by private vehicle, and 47% of short trips are taken by private vehicle in Manningham.
33. Council notes the roadmap's focus on Electric Vehicle (EV) initiatives as a way forwards. Council is working towards improving EV infrastructure in Manningham by installing public EV charging stations at key locations. Manningham agrees that EVs have a key part to play in reducing emissions from light vehicles.
34. However, the state of local and arterial roads is also a key factor in reducing emissions. There will always be a sector of the population who choose to drive for personal or functionally specific reasons. Getting these people to their destinations faster will reduce the time that their cars are operational and contributing to emissions.
35. Key Manningham road projects to reduce congestion and increase safety that we are currently seeking support on include the duplication of Templestowe Road, upgrade of 'Five-ways' intersection in South Warrandyte, and upgrade of Jumping Creek Road.
36. Council has recently published a Car Share Policy and encourages the Department to consider how car sharing can contribute to achieving net zero for light vehicles. Support from government to encourage car share providers to move into areas that might not otherwise be commercially attractive could assist to build patronage for this mode type and shift some users away from private vehicle use.
37. Council recommends that the roadmap go further in exploring *additional* options to achieve net zero for light vehicles, in addition to the focus on EV transition.

#### Rail

38. As there is no heavy or light rail network in Manningham, we have limited insights or comments on the proposed pathway to net zero for rail.

39. However, Council notes that any major changes in requirements for stations and/or infrastructure to achieve net zero may impact the likelihood and feasibility of future projects such as the Suburban Rail Loop (SRL). The potential SRL north project in Doncaster will have huge land use and development implications for Manningham.
40. Manningham recommends that all flow-on implications be carefully considered for any actions or decisions related to achieving net zero for rail.
41. Conversely, Council sees great opportunity to improve mode shift in Manningham towards public transport and away from private vehicles, should SRL north be implemented.

### **Achieving net zero together**

42. Council welcomes collaboration from all levels of government and other key agencies in moving towards net zero for transport and subsequent improvements to the integrated transport network.
43. There is a strong focus on regional areas in the roadmap's proposal to work with local communities. Council seeks to highlight the importance of addressing the gaps and inefficiencies in established urban areas as well. High impact outcomes are more achievable through smaller changes and investment in these urban areas, as compared to regional areas.
44. Council also reinstates the importance of local knowledge and expertise in all decisions and actions related to the transport network. Meaningful, direct consultation with local Councils and the collection of accurate local data should be a requirement for all planning, projects and decisions moving forwards.

### **General**

45. Council raises concerns with the level of accessibility of the exhibited roadmap document, which may limit the capacity of the public to provide meaningful feedback.
46. The document is quite lengthy and presents as a technical document. Council would recommend clearer headings and sub-headings throughout to make the document more user friendly.
47. The inclusion of various technical graphs, diagrams and case studies (which could be provided in a separate appendix, for reference) further lengthens the document and detracts from the high-level ideas that feedback is being sought on.
48. It is recommended that any further documentation be supported by a summary document that outlines the project and what feedback is being sought (and when/how), in simple terms.

### **Conclusion**

49. Overall, Council is supportive of the intent behind the roadmap and the general directions proposed.

50. Council expects that the feedback provided in this submission will be carefully considered for the next stage of the roadmap and extends the offer to actively participate in all further engagement on this important matter.
51. Council looks forward being informed on how all feedback has been implemented for the next stage of the roadmap.