Transport and Infrastructure Net Zero Consultation Roadmap

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Department of Climate Change, Energy, Environment and Water

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Individual or individuals

10 Organisation name

Not answered

11 What best describes you or your organisation?

Not answered

12 What sector do you represent?

Not answered

13 What state or territory do you live in?

Queensland

14 Postcode

4075

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.

But I question why not include electric bicycle sales as a measure not just EV's. E-bike sales outstrip EV sales in Europe, and as I own one and can attest - an electric cargo bicycle can replace a second car for most of my trips, especially for the purposes of moving kids or doing the grocery shopping for a fraction of the purchase cost for a family.

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.

Yes, I now primarily work from home so my main travel now involves local trips that are less than 7 km, which even my 4 year old can now do on a bicycle independently. The problem is our environment isn't built for kids really, I've cycled all over Europe and seen how good it can be, and how much freedom kids can have at some a young age. Not to mention parents compared to Australia where parents are just taxi's. Trying to get around with a 4 year old I fully understand why parents are now scared to let their kids use active travel, as we've designed our urban environment to prioritise cars over the safe movement of people when they are not in a car. This also discriminates against the 1 in 2 people that can't use a car (i.e. young, old who have lost their license and those who are medically unable to drive).

A serious discussion about speed limits should be had -https://30please.org/ I understand our current road speeds in urban environments are based on 1960s design of roads speeds in rural US.

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.

Yes definitely. Australia may have urban sprawl but is also concentrated in major cities, and most trips people take in cars are less than 5 km (Queensland transport says 79% of all private car trips are less than 5 km). Easily distances that are walkable or cyclable – apart from reducing emissions there are so many more benefits to enabling active transport and improving public transport. We also have far better weather than places that have more active travel share as a mode of transport i.e. Holland (I've been there, it rained all the time) or Denmark, Montreal and Edmonton in Canada for example where they still cycle in winter and require the bike paths to be snow ploughed.

This isn't just about large cities too; even small country towns can be so much better. Travelling to Switzerland I was amazed that small towns with less population have far superior public transport than Brisbane for example. The space saved in parking can be

used for additional housing too, aside from reducing emissions and congestion through the less use of cars.

I also remember once my grandparents lost their license due to age in their small country town, they were limited in being able to move around, even though they were only 5 km from town. This was due to a lack footpath to the retirement home and the road being 100 kph – shame because they had money to spend but could only get a bus in once a week.

Building active and public transport is a huge enabler for people who cannot drive. I believe that is around 1 in 2 people in society when you consider cohort of kids without a license, elderly and disabled. Yes, I add disabled, for example my father can no longer walk without a wheely walker due to a medical condition but with an electric recumbent bicycle can ride 30 km per day – as the neurologist said this is what has kept him going. Likewise, the building of footpaths and bike paths, helps people in mobility scooters to get around too.

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

A huge contributor to emissions and congestion is parents dropping off at schools by car. I think there is too much focus on commuting to the city (i.e. to work) and not enough of getting kids to travel actively to school or around the local neighbourhood. Especially as more people now work from home and could take the time to help kids actively travel to school or daycare.

Apparently commuting to work is around 20% of traffic in the morning, whereas school drop-offs is 30%. Note I heard these statistics from this podcast: https://getaroundcabocarfree.com.au/about/ Also note how great Brisbane is to drive in during school holidays as evidence of this.

Urban sprawl in a city is inconsequential in this case because most school catchment areas in a city are easily walkable and cyclable. More analysis would show that grocery stores, gyms, coffee shops, libraries are all easily within cycling distance if not walking. Why do we drive to gyms?

Electric bicycles and especially electric cargo bicycles are game changing. I was dubious due to the cost, but having got an electric cargo bicycle, I've realised that this can easily replace our second car, which we are considering selling. I'm very surprised by the distances I can easily travel with an electric cargo bicycle i.e. today went 25 km with two

little kids on the back to watch a show in the city and back. I was considering a new EV car, but honestly this was a much better buy and for our purposes of moving with kids around the suburbs to kindy, daycare, parks and the library it has been far superior for much less cost to purchase and maintain. Not even taking into account the physical and mental benefits for a time poor parent with little kids.

I believe electric bicycle sales outstrip EV cars but do not have any of the associated subsidies, indeed I think there is even an import tariff on some. Adding a subsidy to bring down the price of electric cargo bicycle would be huge for increasing uptake. A barrier currently is also being able to try them, once you have you realise how good they are for moving kids in an urban area. Likewise supporting initiatives that enable people to try electric bicycles and cargo bicycles through libraries would be another idea.

I note the federal government has put 100 million towards activity transport. That does not seem like much when you consider that Edmonton city in Canda alone has put $100 million towards developing bicycle lanes. The return on investment is far greater than the cost, particularly when you take into account health savings for society – there is far better research out there through the Dutch cycling embassy (https://dutchcycling.nl/about-us/) or this site - Cycling Fallacies: https://cyclingfallacies.com/en/23/it%E2%80%99s-too-expensive-to-provide-for-cyc ling

I would also highlight that even Canada and US are supporting active transportation more – both of which are similarly car dependent societies. The US congress even passed bills giving tax credits to promote cycling to work - https://www.congress.gov/bill/116th-congress/house-bill/1507/text A similar initiative could be done here at a federal level. Likewise tax credits for the purchase of e-bikes has been implemented in the US to reduce the purchase price.

The advantage of targeting school commutes and especially day care commutes (which currently isn't even considered in any active travel that I'm aware of) is it will change more attitudes long term (also frees up parents from being taxi's and there is research that shows it improves kids' behaviour at kindies and schools etc. etc.).

My eldest is 4 and already wants to cycle everywhere, including 7 km to daycare. Yes, little kids can go far when you give them wheels and safe paths. I don't have safe paths but I'm trying my best. Getting parents to use electric cargo bicycles for taking little kids to kindy and daycare sets the training wheels in place to support active travel with older kids to schools. It builds independence and resilience in young kids which I think is a good thing.

But why don't more parents use active travel, honestly because of the speed differential on urban streets with cars and the knowledge that a pedestrian at 50 kph has very little chance of survival, let alone a toddler, especially as cars are getting heavier. Cars are the biggest threat in an urban environment due to their speed and weight difference. Even if you look at America, they kill more people than guns. The best and cheapest way to support more active travel – is a serious discussion on lowering the speed limit on "quite" urban roads. Even 40 kph for school zone is high when consider the chance of a kid surviving – no wonder every parent does drop offs by car.

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?

A significant change in the EU this year is to bring in standards around speed limiters and black boxes for new cars. Similar to adopting emission standards, could this be adopted? Why is it that an electric push bike can be limited but a more advanced electric car can do way above the speed limit? Given more people die in car crashes that planes, I think the black boxes should at least be brought in. I'm sure insurance companies would be supportive, and it would save resources investigating crashes. It may change some bad driver behaviour if they are not covered in the advent of speeding and causing a crash.

However, I think the biggest barrier is that we don't consider and treat walking and cycling as a mode of transport in Australia which reflects in our road design and why it is unsafe, and why we drive more. The more the environment is built for cars the less safe people feel, while walking down the street with little kids for instance.

Electric bicycles and scooters significantly change our ability to get around an urban environment – everywhere is flat! In the recent words of Brisbane's current Lord Mayor, pedestrian crossings are down grades and there is nothing worse than going by public transport except that is, by bicycle. That's really disappointing.

I guess there are vested interests in making people car dependent and building only for cars. But transport poverty doesn't seem like an equitable society. I also note part of the pivot in the US is realising the cost of maintenance of building infrastructure just for the movement of private cars is not sustainable for a city, especially when people could move around an urban area more cost effectively. Starting to think relatives in the far north have a really valid point about the amount of money spent in Brisbane – is building more tunnels and adding more lanes actually a good investment? The US has been on this path since the 1950's due to good lobbying by General motors (but they still have congestion) link to related video: https://www.youtube.com/watch?v=n94-_yE4IeU&list=PLJp5q-

R0lZ0_FCUbeVWK6OGLN69ehU TVa&index=9

There have also been recent studies in the US if cities are financially sustainable, with the focus on urban sprawl and car dependency, or are they relying on state hand-outs to continue to provide services, noted as part for the Strong Towns movement in the US and analysis by the following company - https://www.urbanthree.com/who-we-help/

I travelled through Europe by bicycle but only now I'm starting to comprehend how well they design roads that make it better for driving, cycling and walking. A lot could be learned from how they approach road design – if I look at the main road near me in Holland for example it would be one lane limiting accidents due to lane switching but at the same time flow would be increased by creating separate low-speed access lanes from houses and limiting the number of points of entry, providing pedestrians / cyclists with small tunnels or overpasses so traffic lights were not required. They don't need signs to tell you the speed because they have good design that influences how you drive – in Denmark entering an urban area in a rural town has a one way choke point slowing traffic whereas in Australia passing a rural school has no change in road design to influence the driver that they need to slow for kids apart from a 40 kph sign.

Better road design would promote active transport far more than anything else, incorporating good ideas from overseas and realising that is more cost effective to support active travel and cheaper to invest in, especially when you take into consideration the full cost of roads and maintenance built for car usage. Likewise, I think the labour government's 50 cent scheme for Queensland to get people on public transport is a far better investment when you weigh the cost of all the road and tunnel works that are happening i.e. 220 million on a roundabout at Indooroopilly for example.

Part of this road design needs to be to promote discussion around the speed limits in urban areas. I understand our urban road speeds are designed around 1960's rural roads in the US. Reference https://30please.org/ as a good starting point to campaign for 30km/h to become the default speed limit on residential and urban streets in Australia. As a parent of little kids, the thing I'm most scared of is cars, even at 40 kph my little kids don't stand a chance let alone 50 kph which is our standard.

I know our Brisbane Lord Mayor called it "bat **** crazy", hence having federal level campaign would assist in building knowledge and at the next local election I hope there is transparency that our local elected officials prioritise tradies driving at speed over little kids on our streets, or the elderly trying to cross a road. Yes, the movement of trades is important but at the end of the day they are also working to build houses to support building communities. The key point is roads are for the movement of people, and

everyone should have the right to move around safely in the community no matter their mode of transport.

In your policy you spoke about education, but it seemed to concentrate on educating active transport users. This education also really needs to also show that people on bicycles are just that, not some different species called cyclists. Similar to Scotland where they show people on bicycles are also fathers, mothers, sons, daughters, doctors, and they vote for different political parties believe or not etc.. As a kid growing up in Brisbane, I've been abused by passing drivers whilst cycling to the movies and had stuff chucked at me from the passing cars. Likewise, as a young adult cycling to work in a factory a driver threw a beer bottle into the back of my head one day even though I was on separated bike path (more likely their passenger but I don't have a lot of recollection apart from the pavement). Why is that ok? I spent time in Papua New Guinea growing up and I remember our car being shot at, that is more understandable to me than the beer bottle incident.

I'm not sure what it is about Australian culture that is ok to abuse anyone outside of car. I know my mother spoke of feeling shame that my nana continued to walk to the grocery store when they finally got a car growing up. But she now understands why she was so healthy into her old age.

Perhaps building and promoting something like this site from the UK, would be helpful: Cycling Fallacies https://cyclingfallacies.com/

Particularly, in response to cyclists don't pay rego, so we can't be on roads. We all pay for roads, even my 4 year old without a license if I give him money to buy a babychino is paying for roads as it comes out of general revenue is my understanding. Likewise, I understand the total road related revenue is around $28 billion, whereas the expenditure is $36 billion - https://www.bitre.gov.au/publications/2023/australian-infrastructure-and-transpo rt-statistics-yearbook-2023/road-related-revenue-expenditure There seems to be a gap, does rego need to be increased?

At the end of the day improving public and active transportation requires political will. That's the biggest barrier to any progress. Change is hard and people don't like change, especially if they lose a car park or have to share the road with pedestrians. Even though a large portion of society who cannot drive is disadvantaged at the same time. Why is that fair?

Hence why I think starting with schools is the best place and concentrating on active transportation in particular at a time when habits are forming by giving kids

independence to be able to move around without being taxi'd everywhere by parents will have the biggest payoff. It will also be great for parents!

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?

Last mile in an urban environment could be done easily by electric cargo bicycle, further saving on parking and congestion - look at Paris for example.

25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?

Reduce emissions further than even an electric car and require less infrastructure costs in a dense urban environment.

26 7. Do you agree with the proposed net zero pathway for light road vehicles?

Yes

27 7.1 Please add details to your response.

Yes but I still think electric bicycles could be game changing in urban streets and should be part of the response - if urban streets can be made safer. I've switched to an electric cargo bicycle for the kids, the petrol car which is more expensive is used less and can be switched later as it requires more funds to go to an EV.

Not just switching a car for car and the associated additional costs for building more and more roads due to congestion that will not be solved. As well as the associated emissions from all the additional building that was required. US had congestion in the 1950s with cars, building more roads has succeeded.

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?

I think part of that should also look at EU standards around speed limiters and black boxes. It can potentially solve issues with car theft in the Far North (i.e. Police can safely chase, stolen cars can be sold) and make our communities safer on the road.

Reduce urban road limits to 30 kph on some back streets. https://30please.org/

29 8.2 How would these actions address the identified challenges and opportunities to reduce light vehicle emissions?

Making the streets safer from cars will encourage more parents to allow their kids to cycle to school or walk as they once did. Less cars on the road will be a faster way to reduce emissions as well as reducing congestion so that people who need to the roads can too.

30 9. Do you agree with the proposed net zero pathway for heavy road vehicles?

Yes

31 9.1 Please add details to your response

N/A

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.

1: Battery electric
2: Hydrogen fuel cell
3: Low carbon liquid fuels

33 10.1 Please add details to your response. Why did you rank them in that order?

N/A

34 11. What role should low carbon liquid fuels play in the heavy vehicle

decarbonisation?

N/A

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?

N/A

36 13. Do you agree with the proposed net zero pathway for rail?

Yes

37 13.1 Please add details to your response.

N/A

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.

1: Battery electric

2: Hydrogen fuel cell

3: Low carbon liquid fuels

39 14.1 Please add details to your response. Why did you rank them in that order?

N/A

40 15. What role should low carbon liquid fuels play in rail decarbonisation?

N/A

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?

Promoting active travel to rail stations for passenger trips. Currently due to lack of safe

paths people don't use active travel. The railway has good facilities where I am, but lack of coordination between state run rail and local council is an issue. A council could build safe paths for ebicycles and escooters but I notice they don't.

42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?

Reduced emissions from passengers travelling to the rail station. Additional parking wouldn't be required and could be used for housing etc.

43 17. Do you agree with the proposed net zero pathway for maritime?

Yes

44 17.1 Please add details to your response.

N/A

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?

N/A

46 18.2 How would these actions address the identified challenges and opportunities to reduce maritime emissions?

N/A

47 19. Do you agree with the proposed net zero pathway for aviation?

Yes

48 19.1 Please add details to your response.

N/A

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.

N/A

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?

Arriving in Europe, it's possible to actually cycle to and from airports - I've done this. Whilst most people might not use it, enabling workings to do so would reduce emissions on the commute.

51 21. Do you agree with the proposed net zero pathway for transport infrastructure?

Yes

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?

Our land transport infrastructure is built primarily to support one transport mode, private cars. Particularly in Brisbane. Cars are getting heavier so the costs will continue to rise to fix roads.

Designing it to include other modes such as better public transport (particularly rail) and active transport should be a critical part of infrastructure projects. This would also reduce the impact of transport poverty in society.

54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions?

Reduced wear & tear through supporting other modes of transport that cause less impact on roads, or don't even use them (i.e. rail for passengers) would reduce emissions and infrastructure costs. Designing public transport and active transport networks so can get anywhere in the city not just the centre for work, would make them more usable than reducing the need to drive everywhere.

Promoting other transport modes will result in less emissions, but this requires investing them but may be a better investment than the current path of inducing more demand for the use of private cars for every trip. Note this not anti-car - just people should have more options. Like travelling to a city like London and living there and not needing a car because their trains are so good.

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?

Elements I'm advocating are creating an environment where the average person can get around by public transport and / or active transport will require quite a push to overcome embedded culture and create safe environments. But I think this can result in the biggest benefit, allowing heavy vehicles and industries to change later.

56 24. How should the use of low carbon liquid fuels (LCLFs) be prioritised across different transport modes over time to achieve maximum abatement?

N/A

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?

Working with experts in active transport such as the dutch cycling embassy. They have provided knowledge and skills that have enabled Manilla in the Philippines to build 500 km of active transport networks in 9 months during covid as well as partnering with cities in the US to do the same.

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?

Paris - in regard to active travel. It is the fastest transition any place in the world has achieved resulting in a reduction in 20% of emissions in that city.

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?

Reduction in road deaths creating safer urban environments that promote active travel.

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?

Sale of electronic bicycles in Australia. They outpace sales in the EU but are not considered in this data as the focus is on EVs.

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?

No the active travel part seems light as there is nothing about the use of or supporting the adoption of electric bicycles.

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?

No

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