From: noreply@stategrowth.tas.gov.au
Sent: Sunday, 5 November 2023 11:44 AM
To: Climate Change
Subject: Emissions Reduction and Resilience Plan - online submission form

Categories:

Name/Organisation:	Lachlan McKenna
Address:	
Email:	
How can we reduce emissions & build resilience:	Protected micromobility infrastructure in all areas of the transportation system, allowing a seemly safe network to provide choice - the Dutch way of transportation planning. It's not about banning cars, it's about banning transport monopolies.
What future opportunities will have most impact:	20% of the transport budget should be allocated to active transport like Ireland and Sweden do and is recommended by the UN. Change in road design guidelines or introduction of city-based design guidelines in Launceston and Hobart, similar to the publicly available Copenhagen rod design guidelines, should be implemented to allow all streets to be updated to the latest best practise every time they require a resurfacing or upgrade every 20-30 years.
Priorities or opportunities missing from draft Plan:	Bicycle parking zones identification. All weather shelter, seating and at least minimum requirement accessibility standard at all bus stops.
Any other ways we can collaborate:	Involve and engage Bicycle Network Tasmania for all urban transportation projects and planning resulting in a $1 to $8 cost to benefit ratio for quality cycling outcomes. Including the provision of protected bicycle infrastructure and efficient mesh networks in all public transit investments opens the catchment area of bus stops (and other public transit stops) from 1km (walking) to 5km (cycling). This allows for medium density and urban infill and a far more efficient, cost effective and adaptable public transit system. What Melbourne has done is not provide for cycling adequately unlike Northern European cities and so has resulted in very high density around train and tram stops and continued sprawl everywhere else - a two speed congested system that doesn't accommodate all modes particularly well at all. A combination of transport modes rather than just a singular tunnel vision focus on each of the modes siloed needs to be well understood by decision makers and emphasised in any modern transport plan.
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From: noreply@stategrowth.tas.gov.au
Sent: Friday, 24 November 2023 6:11 PM
To: Climate Change
Subject: Emissions Reduction and Resilience Plan - online submission form

Categories:

Name/Organisation:	Lachlan McKenna
Address:	
Email:	
How can we reduce emissions & build resilience:	Continue to expand the subsidy for active transport as the lowest hanging fruit in the transport transition. Help to upskill, train ad transition automobile mechanics to micromobility mechanics. Have a target for cycling (bicycles, e-scooters, cargobikes) parking to be built each year at key transport hubs, bus stops, ferry terminals and activity centres - not just build bicycle parking to minimum compliance guidelines. Work to integrate multiple modes of sustainable transport seemlessly. Annual targets for the built out of protected and/or separated cycling networks in length (km) to be built per year, interconnection between population and activity centres (measurable score), and safety/ incident scores of injury/deaths per passenger kilometres. All these with a data collection and analysis strategy.
What future opportunities will have most impact:	Introducing a range of micromobility modes in regulatory frameworks from microcars to USA Class III e-bikes (750 Watts, 32 km/h EPACs) as has been called for by Bicycle Industries Australia, the Climate Council and this local petition signed by a multitude of Tasmanian cycling industry retailers and organisations: https://www.change.org/p/increase-e-bike-power-restrictions-to-usa-standards-750-watts Class III e-bikes are the only way to get Natalie and a week's worth of shopping up Hobart's steepest hills and still maintain a decent speed of 15 - 25 km/h. A truly practical cycling alternative. The more of a world leading regulatory framework on micromobility (e-bikes, e-scooters, microcars) that Tasmania has, the more private investment in transport innovation will be drawn to our state. E-scooter dimension restrictions should also be increased in line with changes in Victoria. An ongoing funding agreement with the Bicycle Network Tasmania to teach people how to ride (the popular Back on Your Bike Program) should be expanded throughout the state alongside proper investment in protected and separated infrastructure. Disregard funding for autonomous automobile systems, this is a techno-optimist solution unlikely to result in sufficient emissions reduction and transport efficiency needed with urgency.
Priorities or opportunities missing from draft Plan:	Banning of SUV and extreme US-style pickup truck advertisements in Tasmania. Car congestion charging and levies in Hobart. Levies on automobiles based on energy efficiency and weight to encourage low embodied emissions vehicles and those which cause less damage to our expensive roads in constant need of maintenance and pot hole repair due to ever larger vehicles. 30km/h speed limits should be written into the planning and road design guidelines for all residential streets. Footpaths should have minimum widths of 1.8 metres and cycling lanes should be minimum width of 2 metres as per best practise design guidelines. The City of Hobart and Launceston should also be provided support and funding to develop their own city-wide road and street guidelines similar to Amsterdam: https://streets-alive-yarra.org/journal/amsterdam-street-design-standards/
Any other ways we can collaborate:	Work with bicycle retailers and micromobility providers to come up with a new regulatory framework for electric pedal-asssisted cycles (EPACs). Work with the Victorian

	Government for how to incorporate a new tram network in Hobart using their Victorian-built and maintained trams.
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