
From: noreply@stategrowth.tas.gov.au
Sent: Wednesday, 25 October 2023 9:18 PM
To: Climate Change
Subject: Emissions Reduction and Resilience Plan - online submission form

Categories:

You don't often get email from noreply@stategrowth.tas.gov.au. [Learn why this is important](#)

Name/Organisation: Alex

Address:

Email:

How can we reduce emissions & build resilience:

the Tasmanian government and the Tasmanian population have a lot of catching up to do when it comes to the usage of public transport. there are simple barriers and complex barriers to break down but nothing is impossible. first item is to use metro bus you must have a greencard or cash. in this day and age no one carries cash. I'm not saying cash shouldn't be a valid payment method but what id like to see is the implantation of a similar system to nsw's opal system where any bankcard can be used so absolutely anyone can walk straight off the street being a Tasmanian resident or a international tourist straight off a plane can jump on the bus and use this service. I think this is a no brainer. second item is I think all and any barriers should be removed to allow any containerised freight to be able to be moved for a significantly low price to the end user via the rail network. almost make tasrail like a courier with (initially) 4 depots, end user drops off a container at Bridgewater and they get notified when its ready for collection at its destination (Launceston, Burnie, Devonport) and they can book in an approximate collection time and drive in and within 10 minuets drive out with the container on the truck. this is not an unrealistic suggestion with digital logistic management. it should be made so that it is uneconomical for a truck to haul that container from Burnie to Bridgewater vs getting tasrail to transport it for them.

What future opportunities will have most impact:

as my previous statement barriers need to be broken down that exist to public transport first suggestion is flexible payment to use. second is I believe all schoolchildren should not be charged to use a school specific bus service. make it so its uneconomical for parents to drive children to school in private vehicles. third is the bus service in Honolulu (The Bus) has an app that shows live gps tracking of all buses and locates nearby bus stops to the user that brings up the bus services that are due to arrive at the bus stop selected. it is a very simple app but it works serves the purpose and makes their bus service so so easy to use. next thing I noticed about The Bus in Honolulu is that ALL urban bus stops were undercover and had seating. Honolulu's The Bus has the highest usage rate in the USA. I think Tasmania can take a good look at what they do right and apply it to Tasmanian bus services. we need to remember pedestrians use buses and a bus stop 100m away from a shopping centre is not far but it is for an elderly person or disabled person. public places like shopping centres should also serve as small transit hubs where bus stops are directly out the front door of the shopping centre. (Realign carpark to make a small pedestrian/bus mall) we need to focus on people movement not vehicle movement because that is the ultimate goal after all.

Priorities or opportunities missing from draft Plan:

I can see easily how rural bus services can intersect multiple urban bus services at transit mini hubs, the more times routes intersect other routes and are co ordinated it allows persons to flow. maybe we can make it so some routes don't need to originate from the cbd. its been proven time and time again the old method of single origin terminal is not compatible with modern demands. also why aren't I able to catch a public bus service to an airport in Tasmania? seems like another no brainer?

with the uptake of public transport hybrid and electric busses can be phased in if deemed suitable. The Bus Honolulu utilises hybrid busses and they are fantastic. Any other ways we can collaborate: removing barriers to allow any company with containerised freight to use the rail network will slash emissions too from heavy vehicles and reduce road wear. (which costs even more emissions to maintain) I see Tasmania as unique because Tasmania is relatively small so anything is feasible and is achievable if the desire is strong enough.

Permission: I give permission for my/my organisation's submission to be published.