
From: Richard Wilson
Sent: Wednesday, 29 November 2023 11:50 AM
To: Climate Change
Subject: Emissions Reduction and Resilience Plan - Transport

Dear Sir/Madam,

I have read the draft transport plan and would like to commend the Climate Change Office for many of the suggestions related to emissions reduction within the transport sector.

Clearly, the two major targets are the transition towards zero-emissions vehicles for public and personal transport, and the mode-shift away from cars towards alternative modes of transport, in particular active transport (AT) and public transport (PT).

Having moved in the last decade from Melbourne to Hobart, it is an ongoing source of frustration that for a relative small city, Hobart fosters a culture of car-dependency – and not only that, a very high percentage of journeys made in single-occupancy cars. Moving away from this is an urgent priority if Tasmania is going to retain its status as a net-zero GHG emissions state and will require sweeping, sustained and co-coordinated changes in policy that educates and incentivises the public to transition to zero-emissions transport.

My family has the luxury of being able to afford an EV, albeit the least expensive one currently available. However, we have remained a single-car household, as we live close to the inter-city cycleway and I opt to commute by bicycle. These choices are not mutually exclusive, but on a population level – which of these two options is the most pragmatic? We know that many motorists would opt for an EV as their next vehicle purchase, but even if this were the case and EV uptake doubles every year, there is still going to be a high proportion of ICE cars on the roads over the next few decades.

Transition to a low-emissions transport sector will be achieved most rapidly by the widespread adoption of PT and AT. The recent BikeSpot initiative has already identified unsafe locations among many arterial and commuter routes and safety is often cited as the #1 disincentive for bike use (especially with the rising popularity of e-bikes making cycling more accessible to more people). Dedicated bicycle lanes and other safety measures (eg the Battery Point cycle way) are key priority areas that will increase the use of bikes, scooters and other modes of AT.

Public Transport in Hobart is dysfunctional. We need an integrated network that is reliable and operates on a single low-cost ticket basis. The number of ferry routes could be expanded (cf the city cat in Brisbane) and allow more room for bikes and e-scooters), re-instating the light rail for passenger use will provide allow access to/from the Northern Suburbs, in conjunction with more frequent mini-buses to allow connectivity to adjacent suburbs.

Finally, yes electrification! Of course this should prioritise the buses, ferries and other modes of PT but also government fleet cars – what are we waiting for? This should be done yesterday!!!! EV's are no longer luxury cars – BYD, Nissan, MG, Kia etc all offer alternatives to Tesla that have sufficient range for travel within Tasmania. This fleet in 2024 will enter the second-hand market in 2027, providing affordable second-hand EV's to the public. This needs to go hand-in-hand with expansion of the public EV charging network and also incentives for the widespread adoption of destination (ie workplace) charging.

Kind regards,

Dr Richard Wilson,
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