



## **SUBMISSION : EMISSIONS REDUCTION AND RESILIENCE PLAN – TRANSPORT**

The plan is certainly a step in the right direction in terms of tackling the ‘elephant in the room’ regarding Tasmania’s emissions reduction and climate resilience.

We endorse the general priorities of the plan but we believe there are several serious omissions.

Having worked on transport behavioural change and advocacy for the past decade or more, it has become obvious to us that education and piecemeal behavioural change incentives do not work. The Australian psyche is too entrenched in car use. It will need strong leadership, financial and infrastructure incentives and disincentives to break the car habit.

We think the major priority should be decreasing car use. This requires some serious government policy changes and action. We advocate for:

1. The introduction of a trackless, electric transit corridor for the northern suburbs of Hobart. Prof. Peter Newman has presented a thorough and workable proposal to the government, which we believe should be adopted to discourage cars coming into the city from the north and west.
2. The development of increased ferry services especially to the south of Hobart – Sandy Bay and Kingston, in particular, and the electrification of these services.
3. The development of a network of differentiated bike lanes around the city. As Tasmania’s population ages, electric bikes, trikes and scooters will become more prevalent, but older people are sometimes wary of riding alongside the busy roads, with no safe differentiation.
4. Wider, more pedestrian-friendly footpaths with drink stations, wifi connection points, seating and shading where appropriate. We also advocate for the direct Hobart to Lower Sandy Bay footpath/cycleway via Battery Point foreshore. This should be a priority.
5. A modern electric bus network including on-demand buses such as the Uni Hopper. The glacial pace at which the bus network is being upgraded is incredibly frustrating. We still don’t have real-time timetabling or a ticketing system which allows for card payment. We have been lobbying for upgrades for years and the Department has for years been telling us it’s working on it. It needs to be a high priority with more resourcing. Park and ride facilities need to be part of any major urban development partially funded by developers. To encourage people to shift from car use, we need frequent, efficient, express bus services and responsive timetabling.

6. Both government and non-government schools need to be forced to provide convenient and free public transport services for a minimum of 70% of their students. There should be car-free zones around schools, with exceptions. School car traffic contributes significantly to grid-lock in peak periods and considerable emissions.
7. Disincentives such as increasing the cost and inconvenience of parking in the CBD and environs also need to be implemented. Parking in Hobart's port area is a travesty and a waste of world-class public space.

The development of modern, cheap, responsive, electrified public transport will be the single most influential action the government can take to change people's transport behaviours and to reduce Tasmania's emissions. It will help to catalyse a culture, where people preference public transport over the car for the social, economic, ecological and health benefits it provides.

The government has to devote time and resources into making this happen, rather than relying on people choosing to drive electric vehicles. Electric car usage is increasing despite government policy, whereas public transport needs revolutionised, committed government thinking and action.

Helen Pryor  
Pedestrian and Public Transport Users Group