
From: Jenny Smith
Sent: Monday, 27 November 2023 5:17 PM
To: Climate Change
Subject: Developing an Emissions Reduction and Resilience Plan for Tasmania's transport sector

Categories:

Dear Sir/Madam,

I'm a car owner, bike rider, and active walker living in inner Hobart. I'm nimble and keen to move around without using my car so I find ways to make this happen, but as a bike rider I'm often scared by traffic.

While Tasmania's reported emissions are net zero, a significant proportion of our greenhouse gas emissions (22%) are linked to the transport sector. Our reliance on private cars in Tasmania is worrying - 90% of households have at least two registered vehicles. This reliance on private cars contributes significantly to environmental degradation and congestion on our roads. In order to move away from our damaging reliance on cars, the government should place greater emphasis in the proposed plan on measures that increase the level of active transport and improvements to public transport.

Recommendation: Extend the public transport system, focusing on improving and increasing regular services. Additionally, place greater consideration to active transport options such as dedicated cycling lanes. This will contribute to mitigating health problems related to car dependency while also encouraging climate-friendly alternatives.

Transitioning towards lower emission vehicles like electric cars or zero-emission trucks or buses alone may not effectively address other challenges brought about by car dependence like congestion and road safety.

Recommendation: Urgently commit to mode-shifting from private cars towards public transit and active transports for daily commutes through structured policy initiatives focusing on accessibility improvements within urban areas.

Dependence on private cars has led Tasmanians to be faced with difficult choices regarding sustainably accessing inclusive modes of transportation.

Recommendation: Increase accessibilities across different demographics by increasing funding into developing more comprehensive interconnected networks supporting pedestrian mobility routes leading into major public transport nodes.

Research indicates that investment in walking and cycling infrastructure alongside reduced emphasis on driving infrastructures can provide tremendous cost-effective benefits including economic growth opportunities through greater market connections.

Recommendation: Shift focus from adding new roads towards building cyclable footpaths, aligned with strategic business development zones that target high traffic human service centres instead.

Electric transportation offers greener solutions when compared to hydrogen or biofuels due to higher costs. The practicality behind fuel-efficient renewable energy options goes well beyond domestic applications.

Recommendation: Develop robust policies limiting investments focused solely around hydrogen-powered tech while emphasising the efficiency of electric modes of transportation.

Overall Policy Recommendations:

- Consolidate fragmented departments under one Transport Authority.
- Institute ambitious reduction targets while diverting funds meant for major roads projects into an integrated transport scheme development.
- Gradually introduce disincentives for private vehicle usage balanced out by proactive incentives encouraging electric car purchase.

Thanks for taking the time to read this,
Jenny Smith