

WAITING FOR THE GREEN LIGHT:

Sustainable Transport Solutions
for Local Government



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National Key Findings

Transport pollution is one of the major drivers of climate change in Australia's towns and cities. A new Climate Council report has found:

1

Transport is Australia's second largest source of greenhouse gas pollution (after electricity).

- > Australia's transport related greenhouse gas pollution levels increased 3.4% in the year to December 2017.
- > Road based transport accounts for an even greater share of transport pollution in Australia than the global average, at around 85%.
- > Cars and light commercial vehicles alone make up over 60% of Australia's transport pollution levels.
- > Greenhouse gas pollution levels from transport are projected to continue rising to 2030 and beyond, reaching 112 MtCO₂e in 2030, a further 12% above current levels.

2

Congestion is a \$16 billion dollar handbrake on the productivity of Australian cities.

- > Congestion in Australia costs the economy more than \$16 billion per year - measured in lost private and business time, vehicle costs and air pollution. This figure is expected to rise.
- > Demand and congestion on Australian roads will continue to soar as city populations rise. Investing in better public transport infrastructure is a proven means of alleviating congestion.
- > Population growth in Australian cities is driving increased demand for public transport. Infrastructure Australia forecasts an 89% increase in demand for public transport between 2011 and 2031.

3

Nearly 9 out of 10 Australians travel to work, school or university by car.

- > On average, one in three cars on the road during the morning peak are people making their way to work.
- > Nearly 87% of Australian commuters travel to work by car with a much smaller proportion taking public transport (5%), walking (5%) and riding a bicycle (1%).
- > The average Australian household spends seven times more on transport (over \$11,000 per year) than electricity (around \$1,500 per year).
- > A study of Sydney transport costs to the taxpayer found cars to be the most expensive mode of travel costing society 86c for every passenger kilometre, compared with rail (the cheapest) at 47c and buses at 57c.

4

Australia is one of a handful of Organisation for Economic Cooperation and Development (OECD) countries without greenhouse gas emissions standards for vehicles, and lacks credible national policy to tackle transport emissions.

- > Mandatory vehicle emissions standards need to be introduced soon to enable Australia to prevent emissions of up to 65 MtCO₂ by 2030 (significantly more greenhouse gas pollution than what New South Wales' entire coal fleet produces in a year).
- > To tackle climate change, Australia needs to rapidly roll out a set of sustainable transport solutions like high quality public transport, cycling and walking infrastructure as well as renewable powered vehicles in the form of electric bicycles, cars, trains, trams and buses.
- > By 2025, an electric car is anticipated to be similar in terms of upfront cost compared to a conventional (petrol or diesel) vehicle.
- > In Australia, the adoption of electric vehicles is being held back by the lack of policy support or incentives, higher upfront cost, lack of choice of available electric vehicles for sale in Australia, and the availability of public vehicle charging infrastructure.

Recommendations for Local Governments



1

Develop a climate and transport policy and action plan.

- > Set council and community targets for zero emissions, fossil fuel free transport well before 2050.
- > Set council and community targets for public transport use, cycling and walking.
- > Introduce electric vehicle or greenhouse gas emissions targets for council fleet vehicles (including cars, buses, garbage trucks and electric bicycles).
- > Create a hierarchy of sustainable transport options for planners.



2

Gather data on local transport patterns, and facilities for walking, riding and public transport.



3

Encourage sustainable transport use by local government staff and for access to local government facilities and events. For example, providing low emissions fleet vehicles, public transport passes, improved cycling and walking facilities and providing information on sustainable transport options.



4

Encourage sustainable transport use (public transport, walking and cycling) through local government strategic, transport and statutory planning and design. This may include working with neighbouring local governments to create connected and efficient access for public transport, cycling and walking.



5

Provide for adequate cycle lanes (both space and connectivity) and provide bicycle parking and end-of-ride facilities (covered, secure bike storage, showers, bicycle maintenance and incentives). Encourage building owners and operators to provide end-of-trip facilities such as bicycle parking and change rooms.



6

Provide for adequate pedestrian infrastructure. Particularly through improving access to local activities, employment and education centres and public transport stops. Ensure walking journeys and crossings within and around developments are safe, convenient and attractive.



7

Provide fast-charging infrastructure for electric vehicles (powered by 100% renewable energy) throughout the local government area at key locations for electric vehicles.



8

Consider programs and incentives to encourage active travel and public transport and encourage greater participation in walking, riding and public transport.



9

Consider disincentives for car use. For example, re-allocating road space to pedestrians and cyclists, congestion pricing, tiered payments for residential parking, and reducing or removing minimum car parking requirements for new housing and commercial developments where suitable public transport alternatives exist.



10

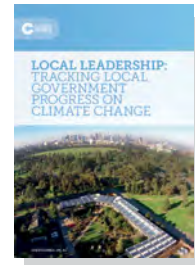
Support and educate the community about sustainable transport options (for example through supporting ride-to-work, and ride or walk to school initiatives, and local resources such as sustainable transport maps).

For more information on transport climate solutions, see:

Waiting for the Green Light: Transport Solutions to Climate Change



Local Leadership: Tracking Local Government Progress on Climate Change



Case Studies

Q CASE STUDY 1

Electric Buses Driving New Manufacturing Jobs in Adelaide

In July 2017, the first Australian designed, engineered and manufactured electric bus rolled off the production line and onto Adelaide's streets, becoming part of Adelaide's public transport network. The success of this project has seen the manufacturers Precision Buses contracted to produce 50 more low carbon buses for New South Wales, Queensland and Victoria. This will increase the number of employees at the organisation from 29 to 79.

Figure 1: Adelaide's world-leading solar electric bus.



Q CASE STUDY 2

ACT Zero Emission Vehicle Action Plan

The ACT Government is on track to achieve 100% renewable electricity by 2020, and has a target to reach net zero emissions before 2050. With transport a key source of greenhouse gas pollution in the ACT, the Government has released an action plan to dramatically reduce greenhouse gas pollution from vehicles as well as encouraging people to walk, cycle and use public transport instead of driving.

The ACT Government has already undertaken a number of actions including:

- > Transitioning the ACT Government fleet to zero emissions vehicles. The ACT Government now has 17 electric vehicles, 7 plug-in hybrid vehicles, 62 hybrid vehicles and 8 electric bikes

- > Trialling battery electric buses on a number of routes throughout Canberra
- > Investigating hydrogen vehicles
- > Encouraging the rollout of public charging infrastructure

Future actions include:

- > All newly leased ACT Government vehicles will be zero emissions from 2020-21
- > Investigating covered car parks with solar powered vehicle charging stations
- > Creating incentives for zero emissions vehicles such as parking priority and ability to drive in transit lanes.

Figure 2: Canberra Bus.



Q CASE STUDY 3

Melbourne's Solar Powered Tram Network

Victoria's tram network is one of the largest in the world, with 200 million boardings every year. The entire tram network will soon be powered by 100% renewable energy, with the construction of 138MW of solar capacity by the end of 2018. The Bannerton and Numurkah solar farms in northern Victoria are being built after winning a Victoria government tender in 2017.

Figure 3: Melbourne's trams will soon get all their electricity from solar plants.



Q CASE STUDY 4

Sustainable Transport Moreland, Victoria - integrated transport strategy

The city of Moreland in inner urban Melbourne has developed an integrated strategy for transport which aims to achieve a shift to more environmentally sustainable travel behaviour; support transport access for all parts of the community; and improve safety and support development around transport hubs (with access to trains, trams, bicycle and walking paths) in Moreland. Moreland supports car sharing services

for residents who don't own a car. In 2012, the council installed Victoria's first electric vehicle charging station, it now has three charging points throughout the city, and is integrating electric cars into its council fleet. The council has strategies to encourage walking, cycling and public transport in Moreland.

Figure 4: One of Moreland City Council's electric vehicle charging points.



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