



# Transport Policy in Merri-bek for the Climate Emergency

*All levels of government must lift their game and invest more in public transport and active transport infrastructure.*

## **Climate Emergency**

The Paris Climate Agreement target limiting global warming to 1.5 to 2 degrees C is now a difficult target to meet. Even meeting the 2C target will still result in huge damage (e.g. loss of the Great Barrier Reef), and perhaps result in passing climate tipping points starting feedback loops. Governments everywhere need to lift their game.

Merri-bek Council acknowledged we are in a state of climate emergency in September 2018. Council has adopted a goal of 75 per cent emissions reduction by 2030 (against 2011/12 baseline), net zero by 2035 and draw-down ('negative emissions') by 2040.

## **Greenhouse Emissions from Transport**

Transport is one of the largest sources of greenhouse gas emissions, amounting to 18.6% Australia wide to Dec 2021 (NGGI), and 16% of emissions in Merri-bek in 2020/21 (Snapshot). On transport emissions governments at all levels need to lift their game.

## **Priorities for Transport Infrastructure**

At the state level we think a major shift is needed in Transport infrastructure funding. In 2018 Roads funding was 69.1 per cent, Public Transport 30.5 per cent and Active Transport just 0.36 per cent. The UN suggests 20% of the transport budget should be allocated to walking and cycling infrastructure. Prioritization of public transport, cycling and walking is supported by the latest IPCC report in 2022.

## **What should happen in Merri-bek and the northern region to address the climate emergency?**

More needs to be allocated to public transport, walking and cycling to address a systemic imbalance over many previous budgets, which has resulted in increasing car dependency, congestion and reducing city-wide livability and sustainability.

## *Climate Action Merribek advocates:*

### **The Federal Government should:**

- invest more in major public transport infrastructure, including shifting freight to rail, instead of funding more roads
- limit emissions from aviation, not approve Melbourne Airport 3<sup>rd</sup> runway
- build fast trains to link regions and state capitals to reduce need for air travel
- Introduce Fuel Efficiency Standards

### **The State Government should:**

- boost public transport funding including building the suburban orbital rail loop much earlier than 2050
- immediately start the Melbourne Metro 2 project
- power an expanded urban and regional train network from renewables
- boost funding for completing Principal Bicycle Network across Melbourne, with protected lanes for cycles and Light Electric vehicles such as e-bikes and e-scooters
- Investment in walkable neighbourhoods and shopping precincts

### The State Government In Merri-bek and the northern region should:

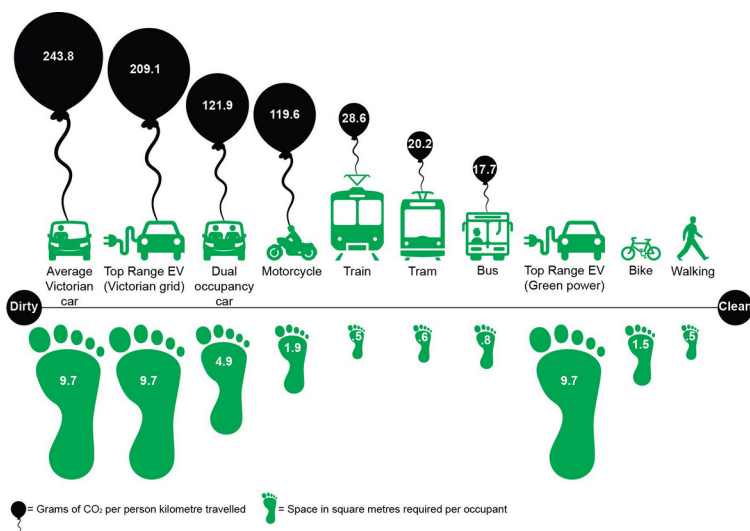
- upgrade the Upfield line by duplicating the track from Gowrie to Upfield and implement a 10 minute peak hour service like other lines
- extend Upfield Line through Roxburgh Park and Craigieburn to Wallan.
- extend Number 19 tram to Fawkner and Campbellfield
- extend Number 58 tram to Hadfield and Glenroy
- increase bus frequency to enable practical east-west travel
- better integrate bus and train timetables
- re-vitalize Sydney Road as a destination with prioritization of trams, disability friendly tram stops, expansion of pedestrian and dedicated protected cycling infrastructure, add trees to reduce urban heat
- Along with Council, increase tree canopy for cooling the local environment and mitigating urban heat island effect especially along pedestrian and cycling routes.
- extend the Upfield Bike Path, as an arterial cycling route, initially to Upfield within Hume Municipality, and further north to Wallan.
- Implement and fast track fund the Northern Region Trails Strategy (2022 Refresh)

### Level Crossing Removal Authority should:

- upgrade the Upfield bike path when level crossings are removed on the Upfield line in Brunswick to enhance and prioritize cycling traffic flow and pedestrian activity and reduce pedestrian/cyclist conflict zones.
- Use temporary protected bike lanes on Sydney Road as the cycling detour during Upfield line disruption
- incorporate bus service interchanges into new station design
- incorporate walking, cycling, and disability access as part of design
- Incorporate urban heat island effect mitigation and sustainable materials as part of design
- Install EV Charging stations as part of station car park upgrades

### Merri-bek Council should:

- budget an increase in cycle funding to enable it to fast track its 10 year cycling and walking capital works plan
- Conduct an asset audit of all footpaths. Bring all footpaths up to standard by maintenance, so that all paths in Merri-bek are easily walkable
- assess and reduce roundabouts, which are dangerous for pedestrians and cyclists.
- vigorously pursue traffic calming measures, and local street closures to stop rat running



**Climate Action Merribek** is a grassroots climate action group that was started in 2008, with a strong local focus addressing climate issues in Merri-bek, and advocacy at local, state, federal and international levels for strong and rapid climate action.

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