Bendigo Zero Emissions Transport Plan

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Institute for Sensible Transport

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www.sensibletransport.org.au

This project was commissioned by Bendigo City Council.

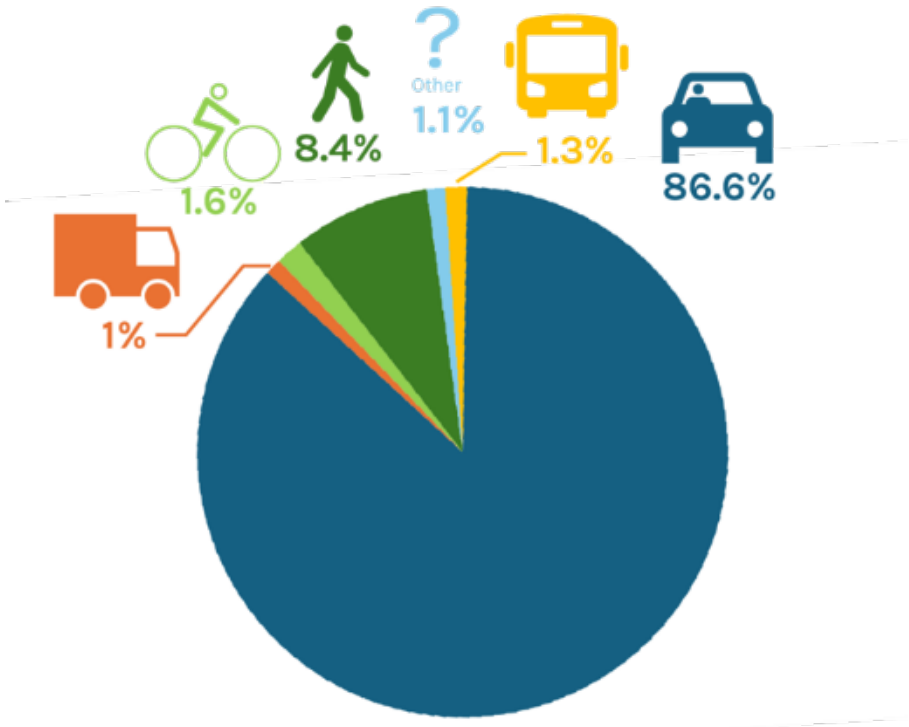
It has not been endorsed by Council and presents an independent exploration of what changes may need to occur to achieve a net zero transport system.

The findings do not represent commitments by Bendigo City Council

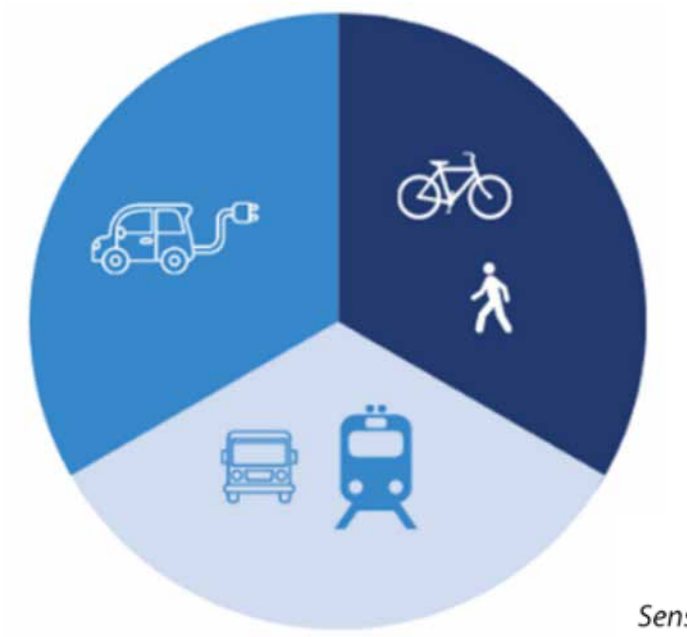
Background

Bendigo's transport system needs to be revitalised to meet zero emissions targets.

Where we are



Where we want to be



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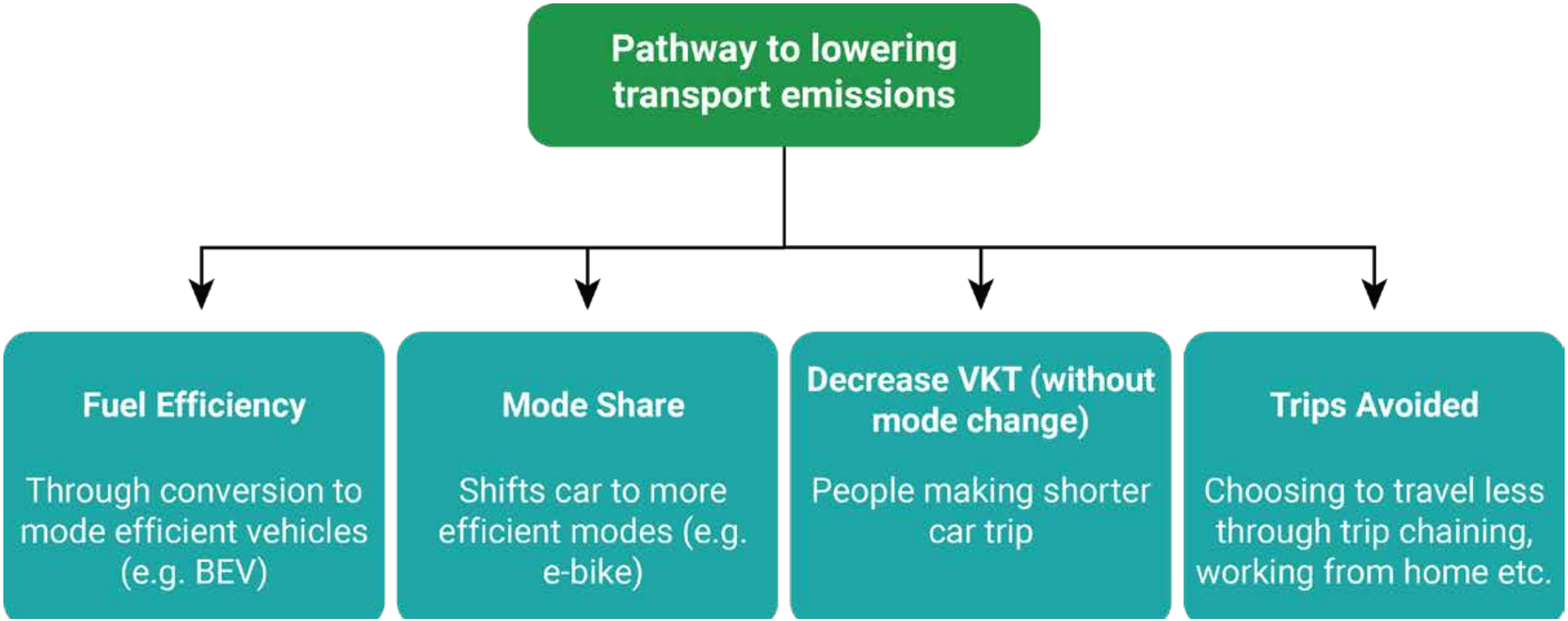

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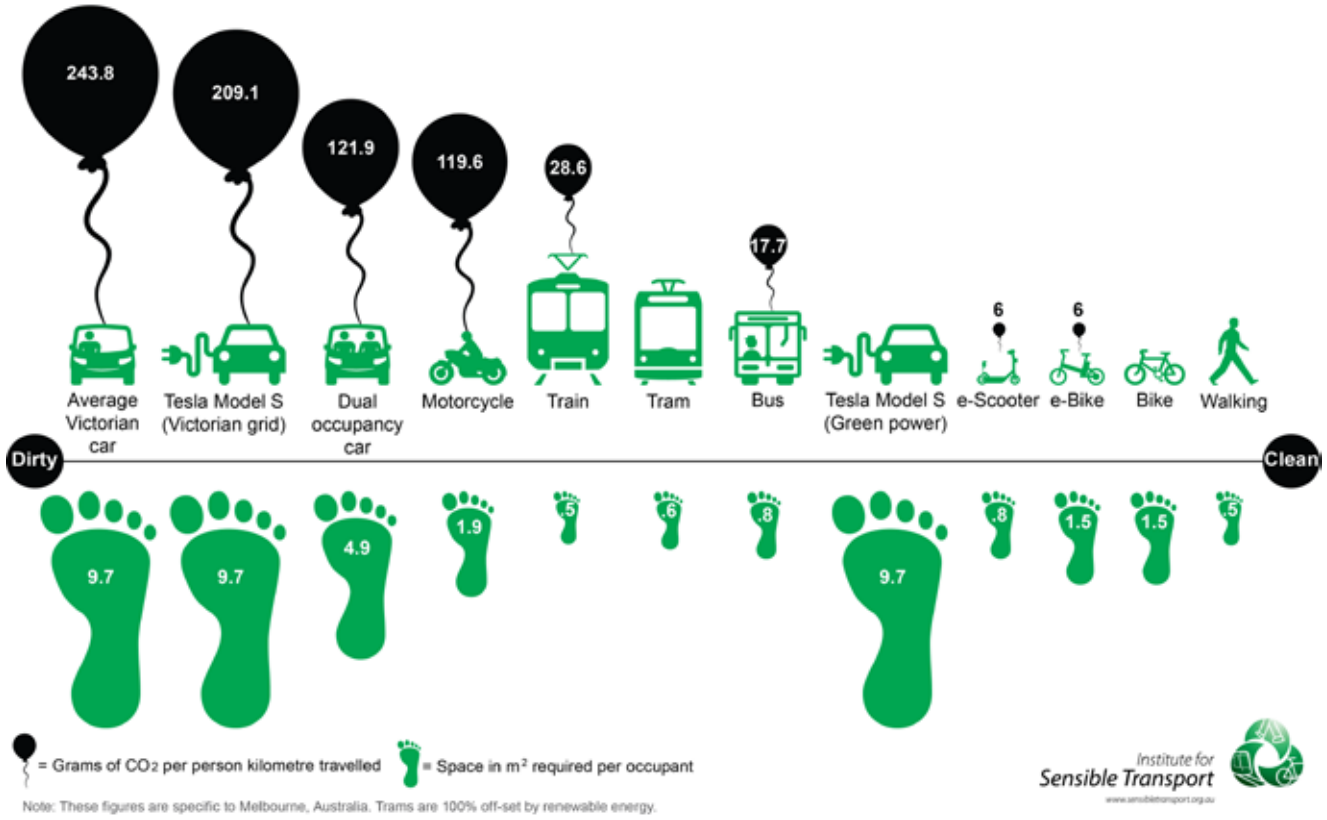
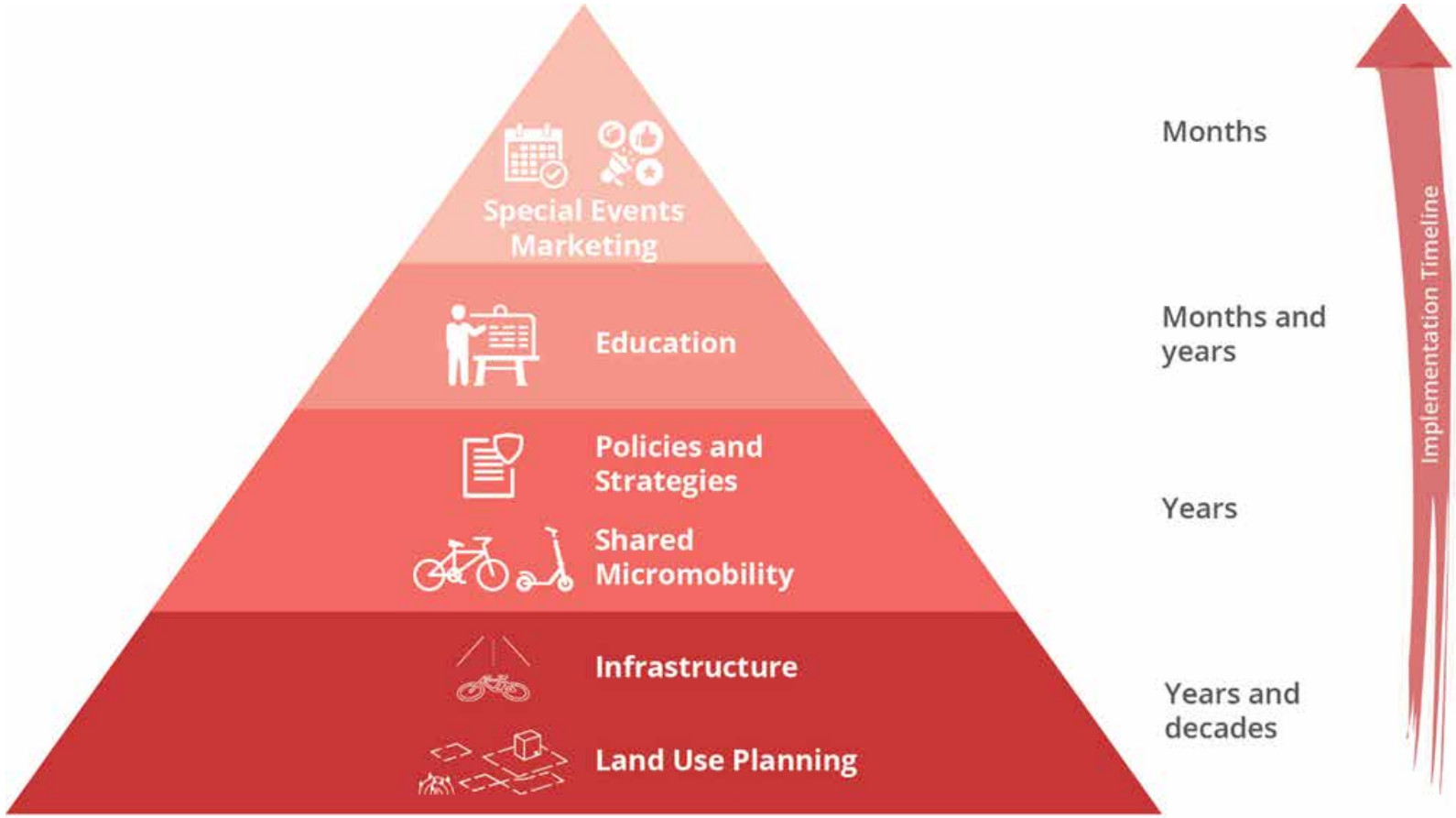
What are the benefits of net zero transport?

A climate friendly transport system is not only possible in Greater Bendigo, it's better:

- **Financially,**
- **Health,**
- **Businesses,**
- **Tourists,**
- **Children,**
- **Residents**



Hierarchy of interventions



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	Business as usual	Sustainable Change
Population	168,000	168,000
Dwellings	76,000	76,000
Vehicles per dwelling	2.0	1.0
Vehicles	152,000	76,000
Mode shares		
Motor vehicle mode share	80%	33.3%
Public transport mode share	4%	33.3%
Cycling mode share	1.3%	8%
Walking mode share	14.7%	25.3%
Kilometres (KM) travelled by mode		
Motor vehicle KM travelled	5,654,000	2,524,000
Public transport KM travelled	505,000	1,346,000
Cycling KM travelled	45,000	162,000
Walking KM travelled	97,000	166,000

Four elements to meeting our challenge

Foundational Moves

- Integrated Transport Planner role
- Road space reallocation
- Activity centre circulation plan
- Car parking reduction
- Safer speeds
- Land use policies
- Activity centre planning
- Growth boundary policy
- Job location strategy

Active Transport

- Safe cycling routes
- Inclusive and safe micromobility network
- Secure bicycle parking at railway stations
- On-Street bicycle parking
- Bicycle parking at schools and workplaces
- Residential bicycle parking
- Universal footpath access
- Pedestrian priority in activity centres
- Infrastructure programs for schools
- Behaviour change programs

Public Transport

- Bus service upgrade
- Bus network redesign
- Bus capacity for employment centres
- Railway track duplication
- Railway track electrification
- New railway stations
- Train service upgrade

Electric Vehicles

- Develop a public charging network
- Electric vehicle bulk buy program
- Cash for Clunkers Scheme
- Supporting service stations transition to EV charging
- Engagement with car dealerships

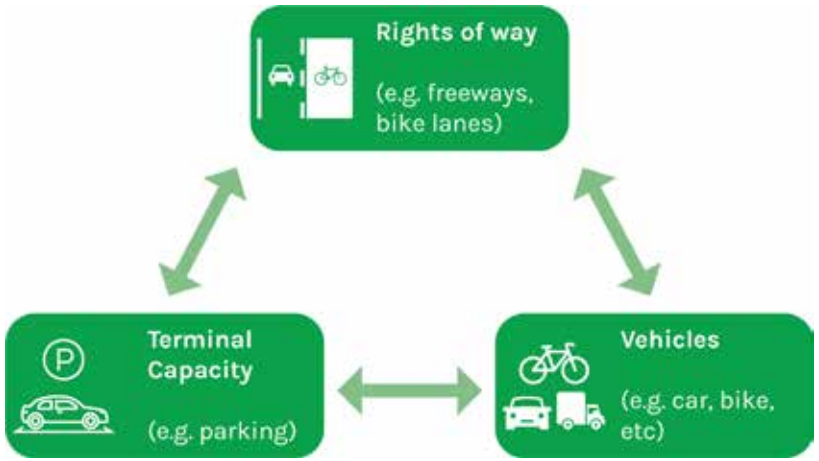
Sequencing of actions

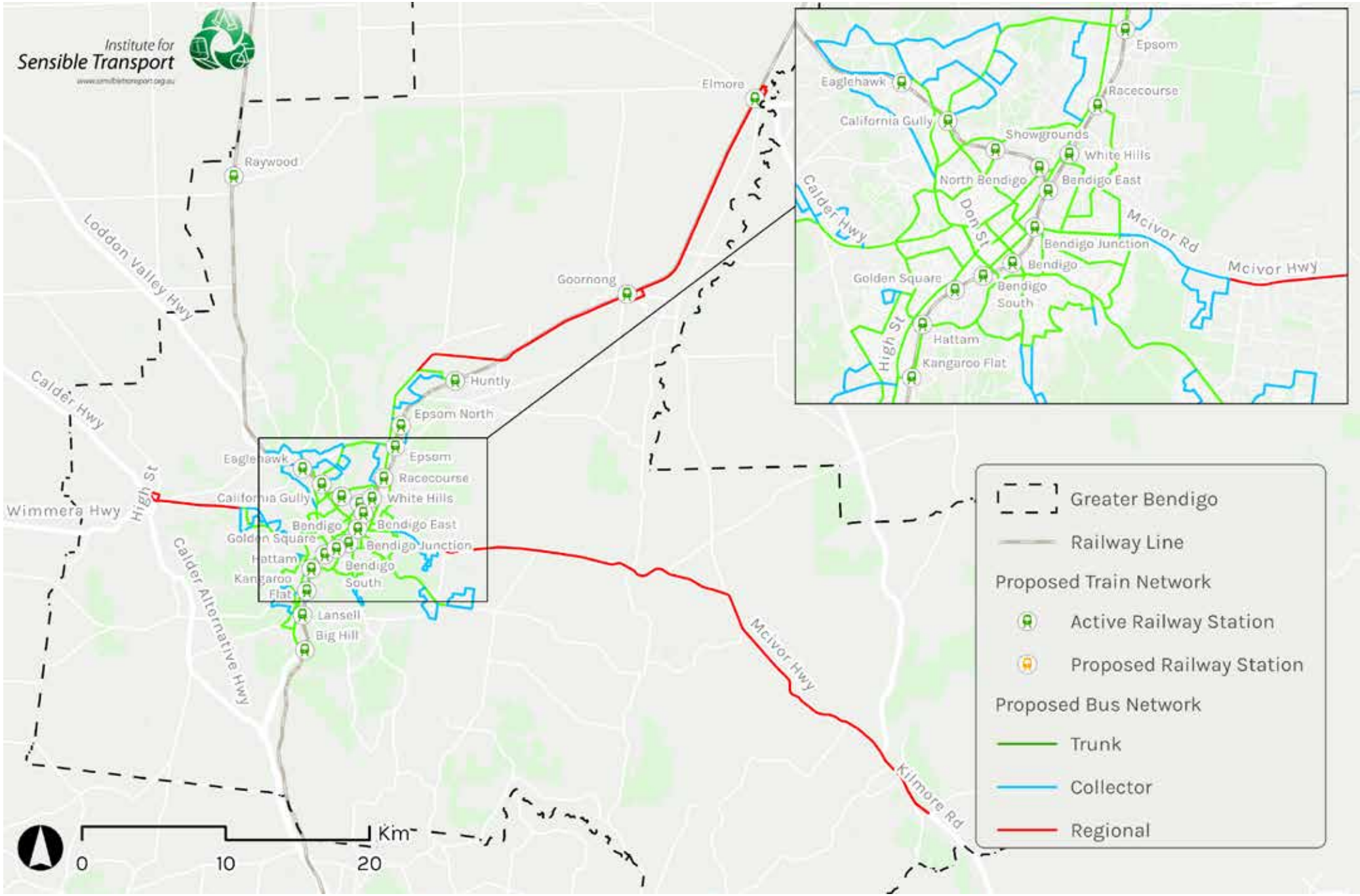
Building the base

- Shift road space away from cars and trucks to public transport
- Develop a comprehensive and frequent bus network
- Restrict development to areas of quality public transport

Building on the base

- Enhance the rail network in Bendigo to provide the capacity
- Further improving buses
- Further restrict car parking in core areas shifting more space to people

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Elmore
Raywood
Loddon Valley Hwy
Calder Hwy
Goornong
Huntly
Epsom North
Epsom
Eaglehawk
Racecourse
California Gully
White Hills
Bendigo
Bendigo East
Golden Square
Bendigo Junction
Hattam
Bendigo South
Kangaroo Flat
Lansell
Big Hill
High St
Wimmera Hwy
Calder Alternative Hwy
Mcivor Hwy
Kilmore Rd
North Bendigo
Showgrounds
Don St
Mcivor Rd
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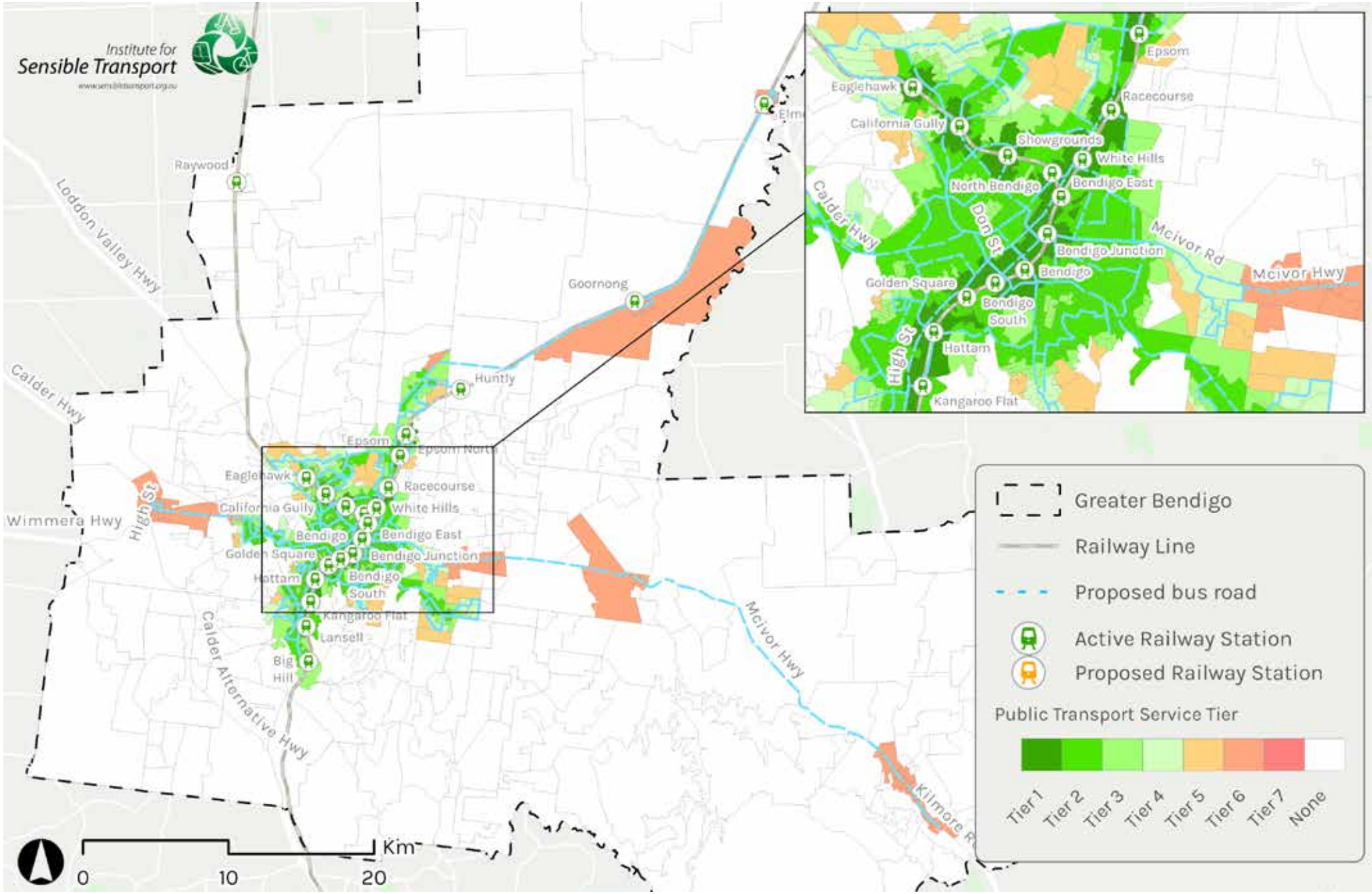
Greater Bendigo
Railway Line
Proposed Train Network
Active Railway Station
Proposed Railway Station
Proposed Bus Network
Trunk
Collector
Regional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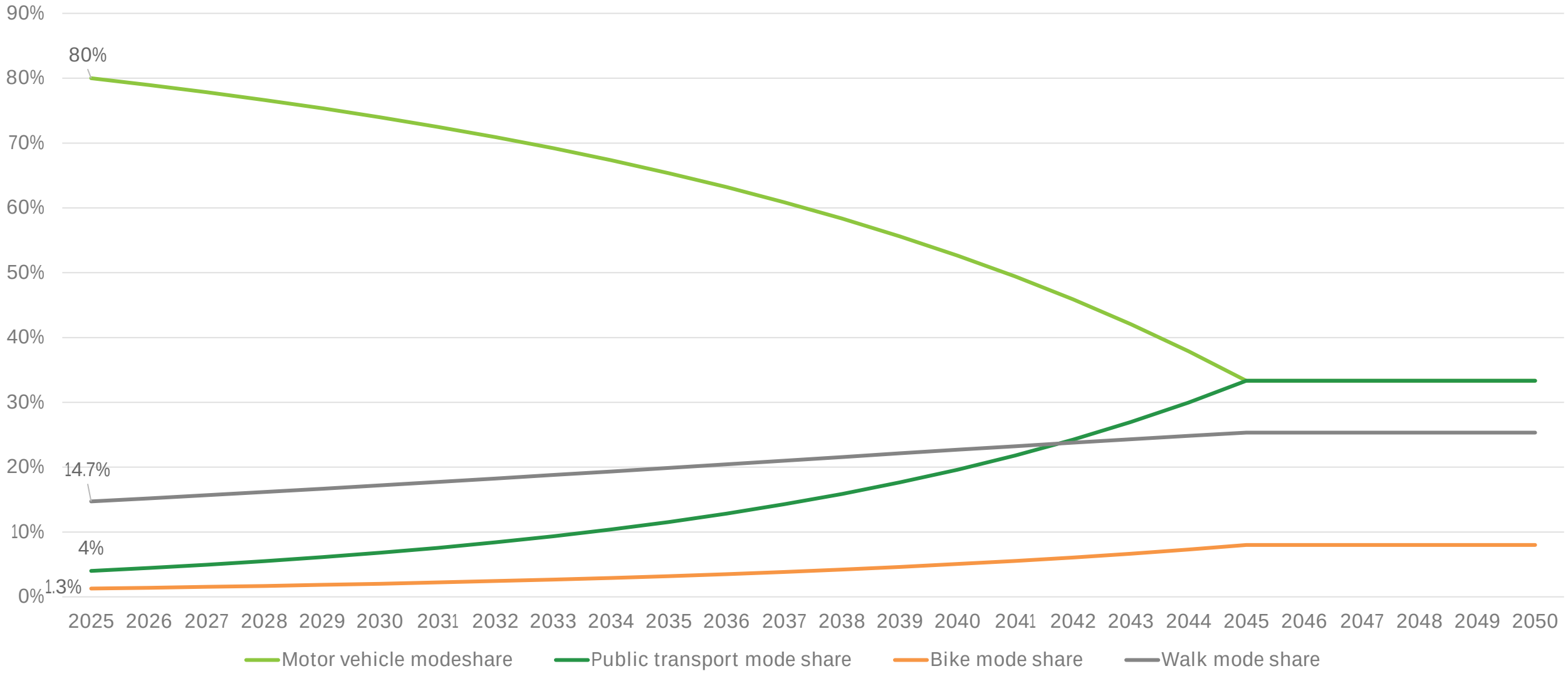
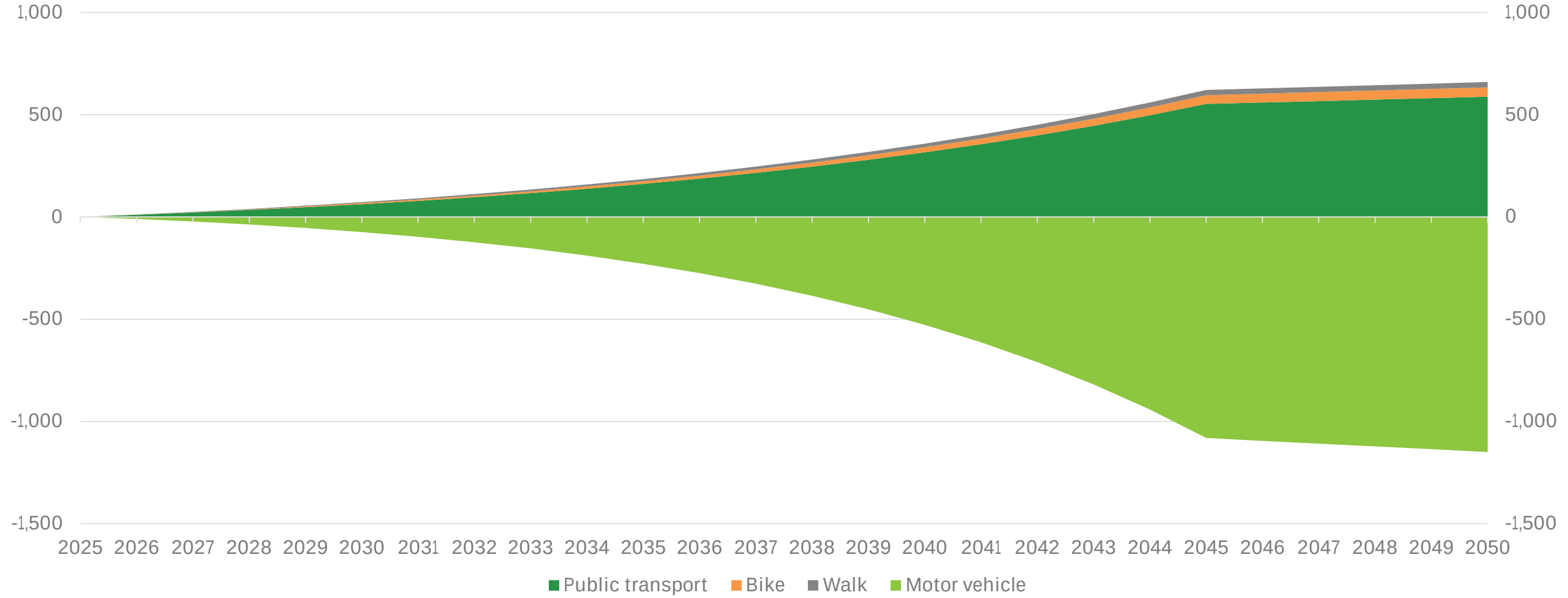
Bendigo Junction
Hattam
Bendigo South
Kangaroo Flat
Lansell
Big Hill
Calder Alternative Hwy
Mcivor Hwy
Kilmore R
North Bendigo
Showgrounds
Don St
Mcivor Rd
Greater Bendigo
Railway Line
Proposed bus road
Active Railway Station
Proposed Railway Station
Public Transport Service Tier
Tier 1
Tier 2
Tier 3
Tier 4
Tier 5
Tier 6
Tier 7
None
Km
0
10
20

Modelling changed travel behaviour



Estimated difference in million kilometres travelled between scenarios



Benefit cost ratio

	Costs	Benefits	Net Position	BCR
Walking	$85 million	$860 million	$776 million	10.2
Cycling	$193 million	$698 million	$504 million	3.6
Public Transport	$4,075 million	$7,065 million	$2,989 million	1.7
Overall	$4,353 million	$8,623 million	$4,270 million	2.0

Health outcome	Benefit
Improved health from walking	$1,106 million
Improved health from walking associated with public transport	$763 million
Improve health from cycling	$514 million
Reduced road trauma	$1,375 million
Total	**$3,759 million**

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Sustainable changes are possible

- Many government fleets now have targets to achieve zero emission by 2030 – 2035
- A Fleet Transition Business Case can help to identify which vehicles to transition first, and which need to be transitioned later
- EV Charging upgrades must be integrated into the fleet transition plan

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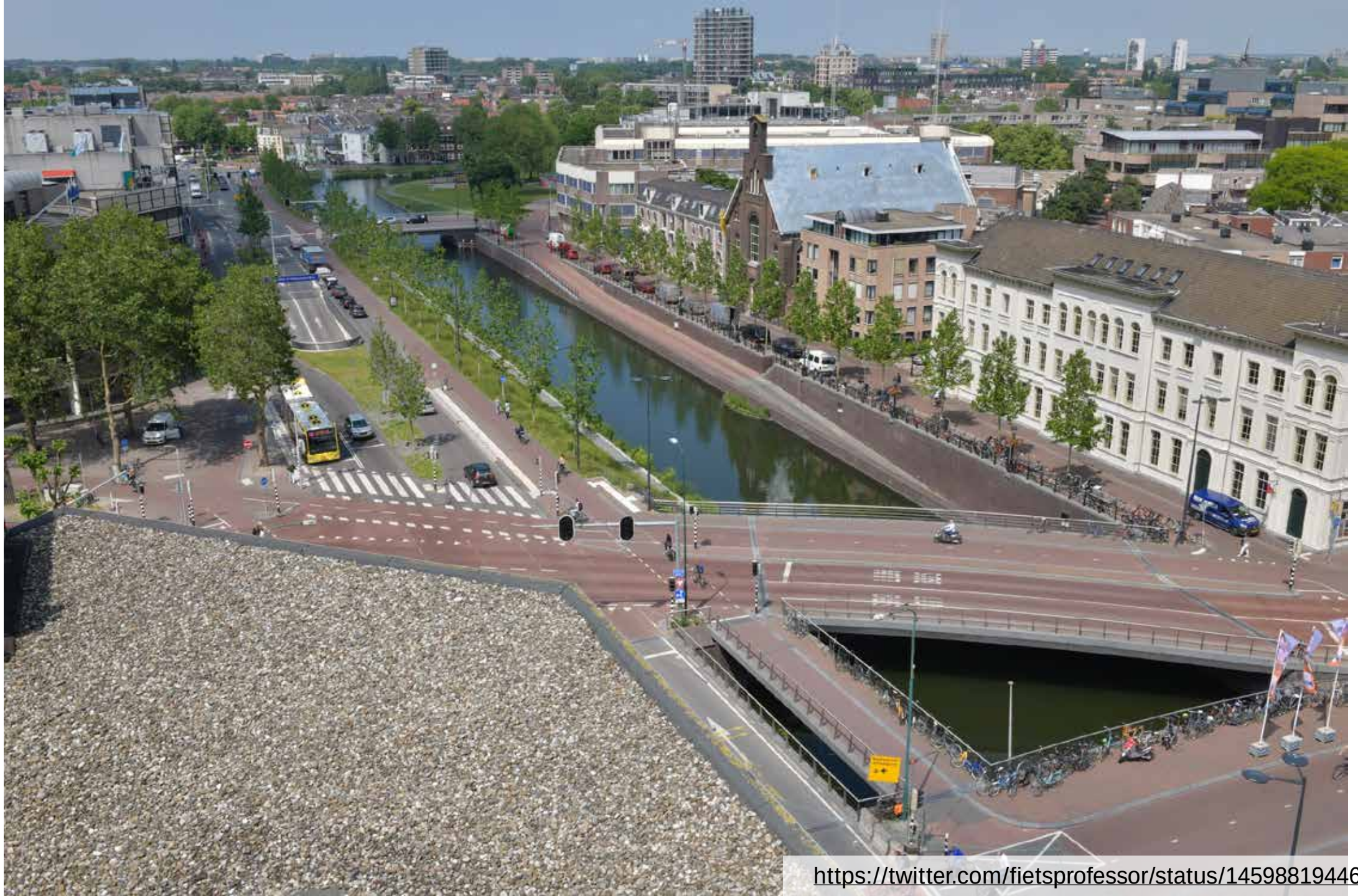

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Change is always difficult

The pain is in the change

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KOPER & IJZERWAREN

Thank you

Dr Elliot Fishman

Director

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