This policy, and the action plan, do nothing at all to tackle the second largest, and fastest growing, source of emissions: transport. You show transport emissions will increase, rather than halve, by 2030. To achieve Australia's target of net zero by 2050 transport emissions must also reduce significantly.

The NSW Government can take immediate action to reduce short car trips. Half of Greater Sydney's car trips are less than 5km long, and many are under 2km. Half of these should be shifted to walking (for trips up to 800m) and cycling (for trips up to 5km and more) by measures that could be implemented over the next two years, including:
- Adopt 30km/h default speed limits in local streets and town centres;
- Enable 75% of students to walk, scoot, cycle or take public transport to school daily;
- Improve and expand streetscape projects to support local businesses;
- Build or upgrade 2,560 pedestrian crossings;
- Build 1,000 km of connected, safe and direct cycle and micromobility routes per year (ie with sufficient budget and a fully resourced Active Transport Delivery Unit in TfNSW)
- Provide incentives and subsidies for e-bikes in transport-disadvantaged areas of Sydney and NSW;
- Run an education campaign to ensure NSW residents understand that making unnecessary short car trips is as harmful and anti-social as smoking and littering.

These actions fit within your remit of influence, monitor, enable and educate. On page 16 it you say "We encourage and support the broader community and businesses in general to minimise greenhouse gas emissions and increase carbon sinks in NSW, by using education, behavioural change programs and other innovative approaches."

The EPA should start to regulate the operations of Transport for NSW to make sure their priorities and projects contribute to a reduction in emissions instead of increasing them.

regards
John Caley