

# MOVING PEOPLE

> Solutions for a growing Australia



## AUSTRALIA'S STATE-BASED LAND PASSENGER TRANSPORT POLICY HAS FAILED THE NATION

- > **Traffic congestion costs \$10 billion** annually and is rising, significantly impacting on the quality of our lives and our economic competitiveness.
- > **Road transport is our third largest source of greenhouse gas emissions** and continues to grow.
- > **The social exclusion of many Australians** is a direct consequence of the current inadequate transport systems.
- > **The road toll of about 1450 fatalities and 30,000 serious injuries annually** remains a national disgrace.
- > **Energy security** is threatened due to our dependence on exhaustible resources.

Land passenger transport policy in this country requires **transformational change**. Tinkering at the edges will no longer be enough.

The scale and geographical spread of our transport challenges demand a **comprehensive and coordinated national response** to achieve transformational change.

### Who does what?

**The Federal Government** needs to lead the way and work in partnership with the States and Territories and Local Government in both: direction setting and funding.

Major national issues associated with public transport such as climate change and greenhouse gas emissions require Federal policy and program response.

Most importantly, the sheer scale of the financial requirement means that state-based budgets will not be sufficient to equip Australia's cities with adequate transport services. Western countries, with the exception of Australia, typically obtain targeted financial support for public transport.

The Federal Government should not involve itself in the operation of land transport systems that are currently State/Territory or Local Government's responsibilities. However, it should influence the development direction of those systems in ways that contribute to better outcomes when assessed against national interest issues.

**State/Territory and Local Governments** participating in national land transport programs that are financially supported by the Federal Government should utilize agreed national methodologies to:

- > adopt the National Transport Commission (NTC) / Australian Transport Council (ATC), performance based standards;
- > routinely prepare high quality transport plans, and supporting land use plans, that prioritise achievement of key national issues, in close consultation with the Federal Government;
- > submit proposals for Federal funding support in accord with these plans;
- > reform project approval and delivery systems, to speed up implementation of major infrastructure projects;
- > monitor and report to the Federal Government on outcomes achieved in major projects and other initiatives funded by the Federal Government as part of the national land transport policy; and
- > participate in a reformed land transport pricing system.



## Solutions for a growing Australia

The Australasian Railway Association (ARA), Bus Industry Confederation (BIC) and International Transport Association (UITP) have developed a set of recommendations to tackle Australia's land passenger transport critical challenges. The recommendations are based on five key strategic outcomes:

- > **Congestion Management:** Acceptable travel times in major cities and reduced impact of traffic on urban amenity
- > **Environmental Improvement:** Reduced greenhouse gas emissions and pollution from transport
- > **Social Inclusion:** Adequate accessible public transport options for all, particularly the socially disadvantaged and people with disabilities
- > **Health and Safety:** Transport systems to raise community health and wellbeing, with fewer accidents and harmful injuries
- > **Energy Security:** Reduced dependence on exhaustible resources, in particular imported fossil fuels.

## The Seven Point National Plan

Based on the five key outcomes the ARA, BIC and UITP is calling for the implementation of a seven point national plan which will require all levels of government to act decisively and work cooperatively to deliver:

1. **Increased investment in public transport.** Continue to increase ongoing funding by all levels of government in public transport to meet existing and future demand, through increased service levels, improved connectivity (urban and regional) and wider transport choice.

2. **Freight capacity investment and efficiency improvements.** Invest in freight infrastructure, to reduce road congestion, and improve road safety, urban amenity and the environment.
3. **Road pricing reform.** Replace existing excise and registration charges with charges that better reflect the real costs associated with road travel, including congestion, accident, health, road damage, air pollution and noise. Most importantly, allocate generated revenue to improved public transport services.
4. **Improved accessibility for all.** Provide adequate mobility choices that provide reasonable and equitable access to family and friends, jobs, shops, services and recreation.
5. **More compact, walking and bicycle friendly urban settlements.** Improve the long term integration of urban and transport planning to deliver mixed use, cities with multiple activity centres and higher development densities along urban public transport corridors. Aggressively pursue walking and cycling strategies.
6. **Improved fuel efficiency.** Set mandatory fuel efficiency targets to align Australia's vehicles with European standards within the next five years.
7. **Improvements in transport research and information.** Implement an integrated national transport research program that consolidates and extends existing knowledge of transport around Australia.

## Industry commitment

Public passenger transport operators are committed to work with governments in order to deliver high levels of customer service.