

# MOVING PEOPLE

The National Plan

> *Solutions for a growing Australia*





The deteriorating quality of Australia's land transport systems increasingly threatens both the economic prosperity and the quality of life in Australia's major cities:

- > traffic congestion costs \$10 billion annually and is rising, significantly impacting the quality of our lives and our economic competitiveness
- > road transport is our third largest source of greenhouse gas emissions and these emissions are growing
- > many Australians continue to be socially excluded through inadequate transport systems
- > the road toll, of about 1450 fatalities and 30,000 serious injuries annually, remains unacceptably high
- > our energy security is very significantly threatened.

These issues are serious now and, under further pressure from population growth, they will become increasingly detrimental to the Australian community, economy and environment. Governments on all levels must act decisively to provide long-term solutions to these crucial issues.

The scale, geographical spread and impact of Australia's transport challenges demand a comprehensive national response. All levels of government need to act. The Federal Government needs to continue showing leadership in partnership with the States and key stakeholders to drive land transport system improvements.

In *Moving People - 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 the critical problems that have been identified. The recommendations are based on five key strategic outcomes below:

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

Achieving these outcomes will deliver significant national economic, social and environmental benefits. One illustration of this will be doubling of public transport use in capital cities from 10 to 20 per cent of all motorised trips by 2020. This will be associated with much higher mode share in the peak, where public transport plays a vital mass transit role. However, the benefits go beyond public transport improvements. The delivery of the outcomes outlined will be the catalyst for the transformation of Australia's land transport systems for moving people.



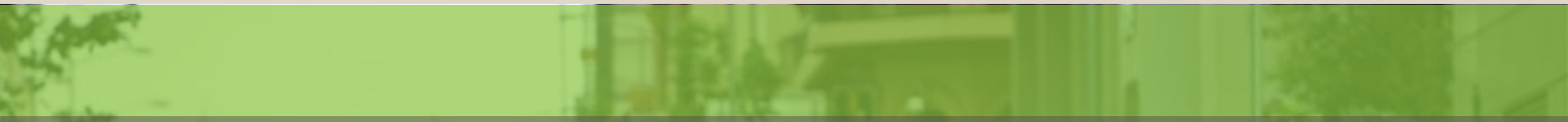
## A seven point national plan

Based on the five key outcomes identified, the ARA, BIC and UITP have developed a seven point national plan for moving people, that will require all levels of government to act decisively, and to work cooperatively with other key stakeholders.

- 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. 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 cycling 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.

The following table highlights how the seven point plan will support the achievement of the desired policy outcomes:

Policy Outcomes						
	A. Congestion Management	B. Environmental Improvement	C. Social Inclusion	D. Health & Safety	E. Energy Security	
Seven Point Plan	1. Increased investment in public transport	Modal shift to public transport	Lower emissions	Greater accessibility	Fewer injuries and fatalities	Investment in new technologies
	2. Freight capacity investment and efficiency improvements	Reduced road congestion	Less freight related emissions		Fewer severe accidents	Increased energy security
	3. Road pricing reform	Less congestion during peak	Lower emissions		Lower emissions	
	4. Improved accessibility for all			Mobility for socially excluded		
	5. More compact walking and cycling friendly urban settlements	Reduced travel need More walking & cycling requiring less road space	Lower emissions	Mobility options easier to provide	More physical activity through walking & cycling	
	6. Improved Fuel Efficiency		Emission standards		Better air quality	Reduced need for imported fossil fuels
	7. Improved Research & Development	Better transport R&D				



## Role of the Federal Government

Federal Government has at least three different levers that will be critical in driving successful implementation of the recommended actions.

These key levers are:

1. **National policy framework:** A key role for the Federal Government is to set the policy agenda to align with the desired long term outcomes. The national framework should guide policy around key outcomes in five year rolling plans.
2. **Strategic Funding:** The Federal Government to provide funding support to jurisdictions for major projects that result in transformational change of transport systems. This funding should be allocated partly by formula, partly on assessment of grant applications and should be specifically allocated against the five identified outcome areas, rather than being modally driven.

3. **Policy implementation:** Regulatory reform such as the introduction of more efficient and cost-effective road pricing and the establishment of fuel efficiency standards designed and implemented on a nationally consistent basis. A clear set of national key performance benchmarks associated with (for example) infrastructure, operations (rail, bus ferries), pricing, etc should be developed and monitored, to measure progress.

The recently announced Infrastructure Australia's provision of \$4 billion towards transformational urban public transport initiatives under the Building Australia Fund, demonstrates that the Federal Government accepts a significant role in the development of Australia's land transport systems and recognises the importance of transformational change. COAG has also acknowledged this role.

Continued Federal Government involvement in land transport will be essential, given the scale and urgency of the challenges faced.

## Recommended government programs

The table below shows a range of programs that the ARA, BIC and UITP recommend over the first five years:

Transport Program Outcomes	Examples of Federal Actions	Examples of State / Local Government Actions
A. Congestion Management	Road pricing reform to ensure that full costs of road travel are included into the pricing regime.	Participation in national road pricing reform and other regulatory reforms
	Creation of Network Capacity Enhancement Programmes to provide targeted funding for major capital works of national significance in major cities and interstate links, including upgrading public transport networks.	A mix of immediate (timetable adjustments), medium (additional rolling stock and track signaling upgrades, upgrading train control systems) and medium to long term (network expansion for bus and rail) solutions to capacity problems.  Programs to increase bike storage at railway stations and trains.  Promotion of sustainable travel through demand management (peak and off-peak services).
	Base infrastructure funding to be dependent on linking transport and land use planning.	Integration of ticketing, to achieve better linkages between all public transport modes.  Land use planning to improve placement of freight facilities
	Funding and incentives to assist delivery of high frequency peak hour services.	Program to deliver bus frequencies of 10 minutes in peak hour  Provision and enforcement of public transport vehicle road priority
B. Environmental Improvement	Encourage public transport use through FBT and income tax incentives.  Ensure climate change policy does not disadvantage one mode of transport and acts to incentivise public transport use  Provide incentives to increase use of low emission vehicles (eg hybrid buses, low emission locomotives)  Fund Travel Behaviour Change programs linked to investment in transport improvements that provide additional choice	
	Mandatory emission standards for new and in-service vehicles	Implement high profile in service vehicle emission testing to highlight vehicle emissions

C. Social Inclusion	Substantial programs in regional corridors to ensure better connections to cities. New road and rail infrastructure should be integrated within provincial cities Upgrading and improving the pricing and fare schemes, train stations and transport interchanges to provide equivalent access	Implement minimum public transport service levels to deliver > access for disadvantaged > connectivity between centres > adequate local services
	Provide funding support to Regional Accessibility Planning Councils	Establish Regional Accessibility Planning Councils to oversee improvement of accessible public transport
D. Health & Safety	Establish funding program to support local authorities providing wider choices of walking and cycling access to railway stations, bus stops and stations and schools	Upgrade infrastructure and key safety systems including signaling, emergency systems and other public transport infrastructure.
	Fund a national program to encourage children (and their parents) to walk, cycle or catch public transport to school	School transport program to improve safety and convenience
	Accelerate the rollout and adoption of performance based standards for safer freight vehicles of all types	Promote access for vehicles that meet performance based standards.
E. Energy Security	Early introduction of mass distance-location charging for large, long distance trucks to ensure all costs generated by trucks are clearly defined. Develop a strategy for mass distance location charging for all vehicles. Revise Australian Design Rules and provide regulatory incentives to facilitate the introduction (and allow the import of) more energy efficient vehicles Reduce taxes and duties on low emission vehicles	Reconfiguring planning guidelines to improve energy efficiency through greater population density.
F. Research and Development	Integrate all road and rail research agencies to establish the Australian Land Transport Research Council (ALTRC) with initial actions to : > ensure the integration of research across road and rail > coordinate website 'portal' > research the implementation of mass distance location charging for all motor vehicles > research the introduction of safer technologies and practices	Actively participate in the establishment of the Australian Land Transport Research Council and its services

## Time to act

Growing urban congestion and climate change pressures in particular, are highlighting shortcomings in land transport systems worldwide. Responding to these challenges, and to the other critical national land transport issues identified in this report, will require transformational change.

Transformational change must be led by the Federal Government and must involve other levels of government and wider stakeholders.

The ARA, BIC and UITP have set out a national policy framework within which Australia can achieve this transformation. The approach is strongly outcome focused and will require continual performance-monitoring, to maximise the achievement of the national goals of economic competitiveness, social inclusion and environmental sustainability.

A failure to act in an early and concerted manner will see congestion increase, climate change pressures from land transport continue to build, many people excluded from community participation, an unacceptable road toll and an increasingly uncertain energy future. This is not a future that Australians should accept.

Adoption of the proposed national policy framework and its vigorous implementation will ensure that the quality of life in our cities is enhanced for present and future generations.



