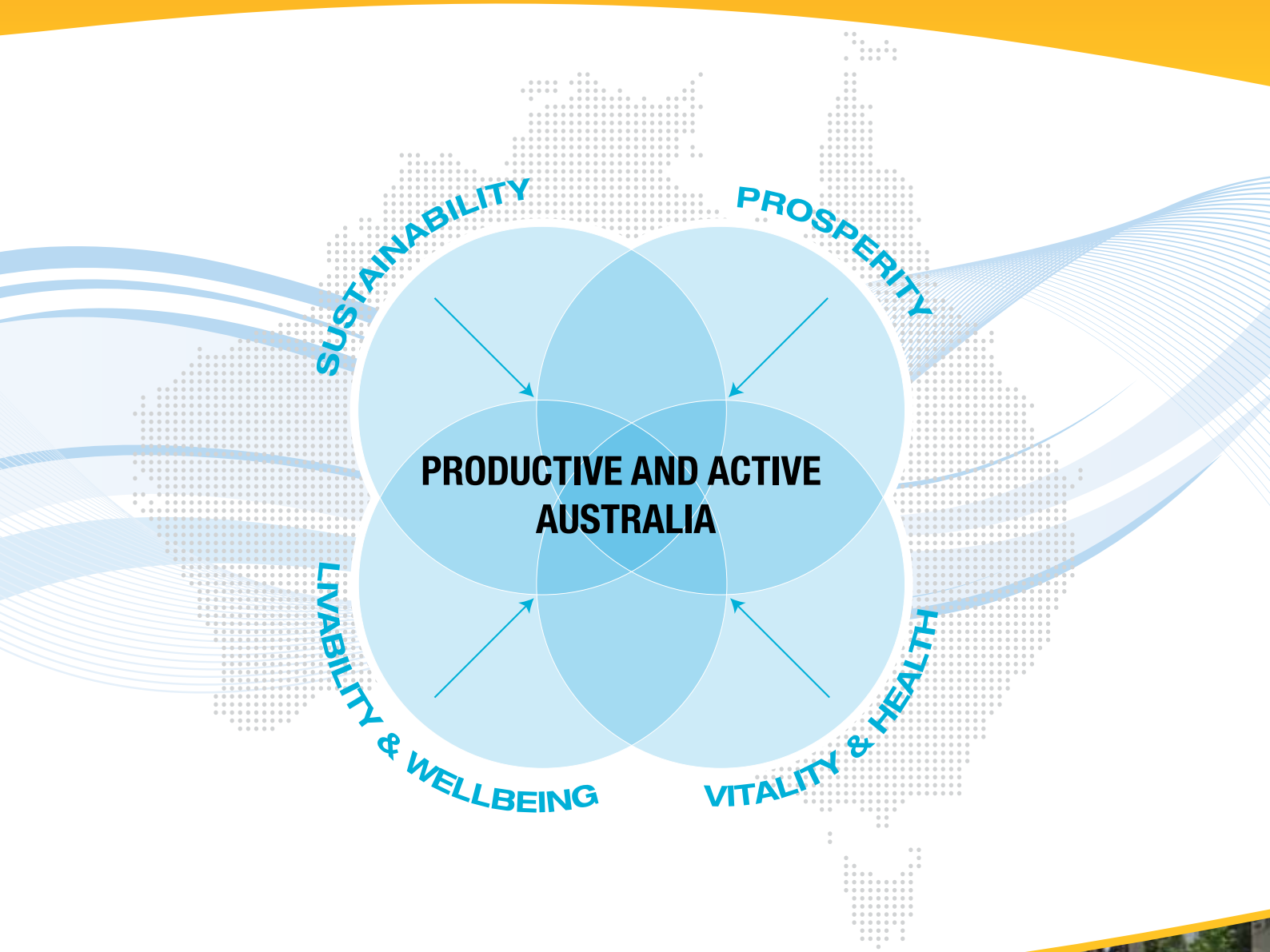


MOVING AUSTRALIA 2030

➤ A TRANSPORT PLAN FOR A
PRODUCTIVE AND ACTIVE AUSTRALIA



Our vision for moving people in Australia by 2030 is:

- > An integrated and multi-modal transport system that will safely and efficiently move Australians and our goods.
- > A high quality of life for all Australians from continuing improvements in the sustainability and liveability of our cities and regions through:
 - the development of world class public transport systems and improved freight networks
 - walking and cycling amenity and connectivity (active transport)
 - transit oriented developments.

In undertaking this report and assessing targets for 2030, the Taskforce has reviewed a range of international and national transport plans and initiatives including:

- > The International Public Transport Association's (UITP) PT x 2 Strategy and relevant position papers
- > State and territory transport and capital city plans (where they exist)
- > North American strategic transport plans, including Transit Vision from the American Public Transportation Association and the Canadian Urban Transit Association.
- > The Blueprint for an Active Australia and the Toronto Charter for Physical Activity.

The Taskforce believes that with the right action from the Australian Government and State, Territory and Local Governments, by 2030:

- > Public transport, walking and cycling will account for an increased modal share in our major cities, and 30 per cent of all passenger trips in our capital cities
- > Carbon emissions from the passenger road transport sector will be 50 per cent below 2000 levels
- > The amount of fuel consumed by the road transport sector will be 30 per cent less than current levels
- > A range of mobility and transport modes will be convenient and accessible for all Australians.

These targets are consistent with other vision statements we have reviewed in developing this report.

This report outlines how to achieve these outcomes, and what the benefits will be for Australia's economy, environment and people.

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EXECUTIVE SUMMARY

A REPORT FROM THE MOVING PEOPLE 2030 TASKFORCE



AUSTRALIAN LOCAL
GOVERNMENT ASSOCIATION



AUSTRALASIAN
RAILWAY
ASSOCIATION



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ABOUT THE MOVING PEOPLE 2030 TASKFORCE

The goal of the Moving People 2030 Taskforce is to see national non-partisan leadership to deliver policies and programs that will ensure Australia remains the best country in the world to live.

By 2030 Australia's transport system should be a key foundation on which a prosperous, sustainable, liveable and healthy Australia is built.

This report outlines a whole-of-system approach to how we fund transport infrastructure, how we move people, how we move goods, and how we better integrate our spatial planning systems with effective transport networks.

The membership of the Moving People 2030 Taskforce (the Taskforce) is drawn from a broad cross section of organisations with an active involvement in Australia's transport system.

This first report of the Taskforce, *Moving Australia 2030: A Transport Plan for a Productive and Active Australia*, is intended for federal, state and territory parliamentarians, policy decision makers and non-government organisations, who are all partners in delivering a prosperous, sustainable, liveable and healthy Australia by 2030.

This report sets out pathways for the establishment of a transport, land use management, planning and funding framework, including how we move people, today and in the future, to maintain the living standards we currently enjoy in Australia.

While this report has a focus on overall improvements to our land transport system, it is not to be seen as a simplistic call for more money.

The Taskforce understands the realities facing all levels of government in a budget constrained environment, and recognises the impacts of current global economic challenges that will be felt over the next two decades to 2030.

The Taskforce believes, based on existing Australian Government and state government expenditure levels, there are efficiencies to be found.

In identifying these efficiencies, this report considers the links between the Taskforce's key goals and the objective of ensuring our transport system forms the basis for a prosperous, sustainable, liveable and healthy Australia in 2030.

The Taskforce also sees the need for continued and increased investment in mass, social and active transport.

The Taskforce believes public and active transport networks in Australia represent an opportunity for savings to our economy, improving the liveability of our major cities and regional centres, enhancing the health of the population and ensuring the environment is protected for generations ahead.

The Taskforce believes increased investment in how we move people should not be seen as competing against other portfolio areas such as health, environment or social welfare, but rather as providing a net benefit from the positive outcomes generated by getting our transport systems right.

This report presents arguments that highlight the benefits of investment in moving people infrastructure, policies and programs; arguments that go beyond economic cost-benefit assessments, and consider the long-term wellbeing and quality of life of every Australian.

Moving Australia 2030: A Transport Plan for a Productive and Active Australia is intended for federal, state and territory parliamentarians, policy decision makers and non-governmental organisations who are all our partners in delivering a prosperous, sustainable, liveable and healthy Australia by 2030.

This report sets out pathways for the establishment of a transport, land use management, planning and funding framework, including how we move people today and in the future, to maintain the living standards we currently enjoy in Australia.

Introduction

The quality of life Australians will enjoy in 2030 will depend on our ability to deliver fast, reliable and accessible transport networks.

In the next two decades, Australia's population will grow and change significantly; climate change, traffic congestion and public health will be concerns for governments and the community, and our economy will continue to evolve.

Our transport system will play a vital role in meeting these challenges and ensuring Australia remains a prosperous nation.

Our transport system will also increasingly play a broader social role, encouraging active and inclusive lifestyles to improve the health and wellbeing of Australians.

Targets for 2030

The Moving People 2030 Taskforce has set out a number of tangible targets for the year 2030, namely:

- > Public transport, walking and bicycling will account for more than 30 per cent of all passenger trips in our capital cities
- > Carbon emissions from the passenger road transport sector will be 50 per cent below 2000 levels
- > The amount of fuel consumed by the road transport sector will be 30 per cent less than current levels
- > A range of mobility and transport modes will be convenient and accessible for all Australians.

Goals for 2030

In outlining a *Transport Plan for a Productive and Active Australia* the Taskforce has focussed on achieving four critical objectives for Australia's transport system in 2030:

Sustainability – to improve and sustain our natural environment, and maximise the efficiency of our built environment

Prosperity – to deliver efficiency, growth and maintain our high standards of living

Liveability – to improve the quality of life in our communities

Health – to improve the health of our cities, regions and population.

Chapters in this Report

Chapter 1: Our Transport System in 2030: a Sustainable Nation considers a range of key challenges that face the transport system, including population growth and ageing, changing travel needs and patterns, integrating transport and land use planning, climate change and energy security. It provides recommendations to address these challenges as part of building a sustainable nation.

Chapter 2: Our Transport System in 2030: A Prosperous Nation (Infrastructure and Congestion)

is the first of three chapters devoted to measures and actions to build a prosperous nation. It focuses on the infrastructure challenges facing the transport system both in terms of developing new infrastructure and efficiently using existing infrastructure through initiatives such as congestion charging.

Chapter 3: Our Transport System in 2030: A Prosperous Nation (Funding) explores a range of measures to provide governments with a more sustainable framework on which to fund land transport infrastructure projects and programs, including consideration of a more comprehensive approach to road pricing and transport taxation arrangements and incentives.

Chapter 4: Our Transport System in 2030: A Prosperous Nation (Freight) deals specifically with the relationship between an efficient an effective freight sector and the overall transport system.

Chapter 5: Our Transport System in 2030: A Liveable Nation explores how the task of moving people in 2030 will be affected by how we plan and build our cities over the next two decades. In particular, it looks at measures to achieve greater integration between transport and land use planning and build a liveable nation.

Chapter 6: Our Transport System in 2030: A Healthy and Active Australia examines the role of the transport system in creating a healthy society. It focuses on cycling and walking as an indispensable part of an integrated multi-modal approach to transport planning.

Recommendations

The Taskforce has outlined a set of recommendations to government and policy makers for delivering a world-class transport system for Australia by 2030.

These recommendations can act as an effective road map for the next two decades in guiding the development of transport policy.

The Taskforce considers that effectively responding to these recommendations will be critical in achieving our vision for moving people in Australia by 2030.

Recommendations are presented in their order of appearance in this report and in some instances recommendations have been repeated throughout the report to highlight their multi-factorial value.

A Sustainable Nation

1. The specific needs of older commuters are considered in relevant strategies from the Australian Government.
2. Decongest our cities through innovative and flexible practices such as:
 - > Staggering school hours
 - > Flexible work hours for and diversified employment bases for all government employees
 - > Reprioritising low carrying routes to address overcrowding on high patronage routes during peak periods
 - > Fare pricing incentives
 - > Increased frequency and span of operating hours for public transport services.
3. State Governments to develop connected ‘hub and spoke’ public transport networks for capital and major cities and regions.
4. Ensure that the majority of infill development occurs around high capacity, high frequency transport corridors. To achieve this, transport plans should be integrated into the objectives and targets of state planning strategies.
5. Develop the best practice TOD process agreed by Transport and Planning Ministers and COAG.
6. Federal, State and Local Government to promote and incentivise building of TOD by:
 - > Undertaking a review of planning law to streamline and encourage approval of TOD’s
 - > Developing a best practice manual including principles and guidelines.
7. The Moving People Taskforce supports the development of high speed rail along Australia’s east coast and urges the Australian Government to acquire the land for the high speed rail corridor.
8. Any carbon pricing system to be undertaken by the Australian Government should reflect the environmental and health impacts and benefits of different modes of transport, and include

complimentary measures such as investment in encouraging low-carbon transport choices.

9. The public transport vehicle fleet to transition to low emissions and high fuel efficiency technology by 2030.

A Prosperous Nation (Infrastructure and Congestion)

1. Develop a set of Moving People Infrastructure criteria for all Australian Government funded transport infrastructure projects that:

- > Recognise the value of small to medium scale public and active transport infrastructure
- > Facilitate an objective assessment of all benefits associated with these projects
- > Recognise the impact of freight and non-transport related infrastructure investment.

2. Infrastructure for active travel and integrated rapid transit systems is prioritised in federal and state funding programs for identified corridors.

3. The introduction of a State by State 'Better Use' research program for existing public transport, walking and cycling infrastructure.

4. Through the Standing Council on Transport and Infrastructure:

- > Agree on a mechanism to conduct congestion charging trials in capital and major cities
- > Analyse the potential network wide benefits and costs of introducing variable congestion pricing on existing tolled roads or lanes
- > Analyse the benefits and costs of providing alternate travel choices within the areas that road use charges are collected
- > Undertake comprehensive community education and information programs about congestion charging.

5. The Australian Government and State and Territory Governments update the 1995 National Guidelines for Travel Demand Management (TDM) initiatives and investigate opportunities for implementation of TDM programs.

6. The Australian Government implement telework options for Australian Government employees, and through consultation with industry establish a set of implementation guidelines for teleworking in the private sector that includes voluntary targets for 2030 by sector.

7. Relevant jurisdictions to implement the following measures to encourage car sharing:

- > Providing stamp duty incentives to encourage car share operators to use low emission vehicles
- > Expanding car share bay allocations for inner-city and metropolitan areas
- > Allowing car share bays to replace conventional parking spaces for residential development approvals
- > Amending Compulsory Third Party insurance premiums for car share vehicles to accurately reflect risk of accident
- > Establishing car share schemes for government organisations
- > Integrating car share schemes with public transport smartcards.

8. The Australian Government and State Governments adopt the Transport for NSW survey model for assessing the performance of and security issues associated with commercial carpooling programs already in operation.

9. Governments to investigate opportunities for providing user incentives for carpooling programs.

10. State and Territory Governments to implement practices and policies to manage parking in major cities that:

- > Facilitate good environmental, social and economic outcomes
- > Serve as a TDM tool for reducing car use and congestion in CBD areas
- > Provide a revenue stream for investment in alternative and sustainable transport modes and services.

11. The Australian Government, in consultation with state and local governments, identify minimum service and coverage levels for passenger and active transport networks in regional centres.

12. The Australian Government, in consultation with state and local governments, fund a program directed at the trial of Passenger Transport Social Enterprise in Local Government Areas in each state and territory.

13. The Moving People Taskforce supports the development of High Speed Rail (HSR) along Australia's east coast, and urges the Australian Government to acquire the land for the HSR corridor.

A Prosperous Nation (Funding)

1. Standing Council on Transport and Infrastructure to investigate the options for sustainable funding of transport infrastructure on page 80 of the full report.
2. Implement tax based incentive schemes to encourage work related public transport trips.
3. Implement targeted incentives or ride to work incentive schemes to increase bicycling mode share as a percentage of all trips to work and education.
4. Any carbon pricing system to be undertaken by the Australian Government to reflect the environmental impacts and benefits of different modes of transport and include complimentary measures such as investment in encouraging low-carbon transport choice; public transport, walking and cycling.
5. Implement public transport asset depreciation incentives for public transport operators.

A Prosperous Nation (Freight)

1. State Governments develop 2030 freight strategies as a condition of funding under the Nation Building Program within the requirements of the National Urban Policy.
2. The Taskforce recommends that the Australian Government implement mass-distance-location charging for heavy vehicles that includes recognition of the environmental and social benefit of buses.

A Liveable Nation

1. Based on post delivery monitoring of existing Liveable Cities projects expand and increase funding to the Liveable Cities program.
2. Establish an Australian Government portfolio which will:
 - > Integrate land use and transport planning considerations at an Australian Government level
 - > Oversee the adoption and implementation of Capital Cities Planning Criteria agreed to by the Council of Australian Governments
 - > Oversee the delivery of an expanded Liveable Cities program funding and set of projects
3. Through research and evidence gathering, assist State and Local Governments to improve structure and concept planning for new land development areas to reflect best practice in integrated land use and transport planning.

A Healthy and Active Australia

1. Incorporate health benefit factors in cost benefit frameworks for all federally funded transport projects.
2. Fund and expand initiatives that incorporate health in urban planning to create healthy and sustainable outcomes. Develop and fund a national active travel strategy embracing walking, cycling and public transport, building on recommendations of the Walking, Riding and Public Transport discussion paper (2012).
3. Provide sustained infrastructure funding that supports active travel (for example, renew and expand the \$40 million National Bike Path program) and require all federally-funded state/territory transport infrastructure projects to incorporate or enhance active travel where feasible.
4. Establish an active travel office to coordinate and manage the active travel strategy.
5. Establish and support a walking, riding and access to public transport council to provide advice to Transport Ministers and the Standing Council on Transport and Infrastructure.

6. Require all federally funded state/territory transport infrastructure projects to incorporate or enhance active travel where feasible.
7. Provide financial incentives (tax and price) to make walking, cycling and public transport cheaper and easier choices.
8. All Governments should work with active travel stakeholders to improve integration between cycling, walking and public transport.
9. Support active living and ageing principles by funding implementation of the Healthy Spaces and Places initiative.
10. Support programs that encourage active travel to school and other educational facilities.



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