

Urban Mobility

4. ARA Submission to Senate Inquiry - Executive Summary

4.2 Recommendation

ARA Submission to Senate Inquiry - Recommendations

ARA has made the following recommendations to the Senate Inquiry:

1. That a National Transport Planning Authority (NPTA) be established to provide nationally coordinated transport planning in Australian Cities and Regions for passenger and freight rail. The NPTA would be accountable to COAG.
2. That a National Strategic Transport Plan be developed and implemented for national and holistic coordination for policy, governance, funding and delivery assurance, and responsibility for performance outcomes. This would include long term planning for both passenger and freight rail.
3. That the role of the Building Australia Fund be augmented to accommodate long term funding for transport infrastructure and service delivery. Investment would be contingent upon the National Strategic Transport Plan.
4. That the Commonwealth government adopt a role to coordinate investment in infrastructure and service delivery in public passenger transport, and adopt new collaborative arrangements with the States and Local Government and other stakeholders to achieve better functioning cities and towns for people's mobility.
5. That the Senate Committee closely consider *A National Transit Strategy for Canada*, proposed by the Big City Mayors' Caucus of the Federation of Canadian Municipalities, as a suitable model to adapt for Australia.
6. That the following issues around urban transport planning as evidenced in previous national parliamentary reports be acted upon as part of the Committee's deliberations;

The Oil Report (2007) - On reducing oil-dependency

Recommendation 2

3.145 The Committee recommends that in considering a less oil dependent policy scenario, the Government take into account the concerns expressed in the World Energy Outlook 2006, namely -

- *current trends in energy consumption are neither secure nor sustainable;*
- *energy policy needs to be consistent with environmental goals, particularly the need to do more to reduce fossil fuel carbon dioxide emissions.*

The Oil Report (2007) - Corridor strategy planning

Recommendation 9

The Committee recommends that corridor strategy planning take into account the goal of reducing oil dependence as noted in recommendation 2. Existing AusLink corridor strategies should be reviewed accordingly.

The Oil Report (2007) - Investigation into hypothecation of congestion charges

Recommendation 7

The Committee recommends that Australian governments investigate the advantages and disadvantages of congestion charges, noting that the idea may be more politically acceptable if revenue is hypothecated to public transport improvements (as has been done in London, for example).

The Oil Report (2007) - Reforming the FBT concession

Recommendation 10

The Committee recommends that the government review the statutory formula in relation to fringe benefits taxation of employer-provided cars to address perverse incentives for more car use.

Sustainable Cities (2005)

Recommendation 7

The Committee recommends that the provision of Australian Government transport infrastructure funds include provision of funding specifically for sustainable public transport infrastructure for suburbs and developments on the outer fringes of our cities.

The Heat is On (2003)

Recommendation 13

The Committee recommends that the Commonwealth Government incorporate the reduction of greenhouse emissions as a central objective across the whole-of-government and in all policy formulation. All relevant areas of Government, including transport and treasury, should be required to include greenhouse abatement in policy development and report on progress in their annual reports.

Recommendation 18

The Committee recommends that state and territory governments adopt the reduction of the greenhouse intensity of energy supply and transport as a key criteria in the assessment of new projects.

7. That this Committee note the significant concerns of the rail industry relating to potential impacts of the Carbon Pollution Reduction Scheme (CPRS).
8. That this Committee consider these recommendations and refer their considerations to the Henry Review:
 - to review all taxes and subsidies that support car use, in urban and rural areas;
 - signal a decision to progressively save tax revenue for redirecting to a fund for improving public transport (& sustainable urban transport); and
 - remove the FBT concession for cars, fuel and car parking; first, and within two years, remove the statutory formula or any incentive to increase annual kilometres driven in the vehicle, or failing this, introduce sustainable travel incentives.
9. That funding be supported for 'travel demand management' and evolution of programs and their administration by the Commonwealth.
10. The ARA supports the principle, with amendment to detail, of the *Sustainable Cities Report Recommendation 10*

The Committee recommends that the Australian government provide adequate funding to develop new programmes and support existing programmes, such as TravelSmart and the National Cycling Strategy, that promote and facilitate public and active transport options.

