



EMERGING CRISES SUMMIT CITIES, POPULATION, CLIMATE CHANGE AND ENERGY CANBERRA, 6 JULY 2011 COMMUNIQUÉ

The 'Emerging Crises Summit' was hosted by the Australasian Railway Association, the Australian Conservation Foundation, the Australian Local Government Association, the Bus Industry Confederation, the Cycling Promotion Fund, the Heart Foundation and the International Public Transport Association.

The Summit was the inaugural joint advocacy effort of the hosting organisations and a key policy forum for discussion about the emerging crises of:

- **Carbon pollution:** Pollution from transport is the third largest sector, about 15% of Australia's total, and cars produce more than half of that.
- **Road congestion:** Traffic congestion costs of almost \$15 billion annually are a serious impost on productivity and the liveability of our cities.
- **Population:** The continued growth of our population places a strain on resources including our transport networks and is predicted to result in a decline in our overall standard of living in future.
- **Physical inactivity** increases the risk of heart disease, diabetes, colon and breast cancer. Health costs resulting from people who are not sufficiently active, and that's one in two adult Australians, are high; costing the Australian economy more than \$13.8 b a year.
- **Oil vulnerability:** As worldwide demand for oil increases it means that Australians are vulnerable to fluctuations in global oil prices.

GOALS

As representatives of key bodies advocating for more public and active transport, our aim is to identify policy solutions to these fundamental challenges and to work with the Federal, State and Local Governments in delivering them. These include:

- Achieve a 10 per cent shift from cars to public transport, walking and cycling by 2020;
- Lower transport related emissions;
- Reduce road congestion;
- Reduce the use of fossil fuels in transport;
- Increase physical activity rates amongst Australians to lower obesity and improve public health.

SUMMIT POLICY RECOMMENDATIONS

The Summit identified five priority areas of action for the Federal Government to work alongside State and Local Governments to achieve transformational change. A number of policies and programs within these priority areas have been identified to help achieve the Summit goals. These are:

1. SMARTER INVESTMENT IN PUBLIC AND ACTIVE TRANSPORT

- *Rebalance the transport budget to invest in more public and active transport infrastructure*

Implement a dedicated funding pipeline including revenue from innovative measures.

2. ROAD PRICING REFORM

- *Reform our road pricing system to include the costs to the economy, environment, and health system of road travel.*

A comprehensive road pricing system that includes externalities to replace the current fuel excise and vehicle charges system would result in a more rational set of travel choices, reduced demand for road infrastructure, and achievement of significant economic benefits through lower congestion costs, as well as cutting other external costs of road use.

3. IMPROVED INTEGRATION OF LAND USE AND TRANSPORT PLANNING

- *Develop a National Moving People Strategy within the National Urban Policy which includes a dedicated Federal walking and cycling infrastructure scheme for the development of active travel infrastructure.*

A funded and integrated strategy for walking and cycling should be developed and form part of the broader transport strategy within the Our Cities – Our Future National Urban Policy.

- *Invest in demand management and intelligent transport systems to flatten peak demand and drive off-peak patronage growth.*

Demand management mechanisms to better apportion demand on transport networks including bus and rail passenger transport. Investment in intelligent transport systems to better utilise existing transport infrastructure and public transport services such as advanced rail signalling systems to increase the capacity of existing passenger rail services, real time information for public transport passengers and deliver greater road priority for buses.

- *Implement a capital city demonstration project as part of the Our Cities – Our Future – National Urban Policy*

An urban demonstration project as a case study to assess how best to integrate land use management and transport planning, manage urban density levels and deliver integrated transport services.

- *Support a Healthy Spaces and Place initiative from the Heart Foundation and Planning Institute of Australia.*

Support the implementation of the Healthy Spaces and Places guidelines to ensure they are adopted as standard operating procedures at all levels of Government and industry.

4. INVESTMENT IN RESEARCH AND DEVELOPMENT

- *Commission a costs-benefits analysis of public and active transport.*

A cost benefits assessment conducted by Infrastructure Australia would look at the economic, social and environmental benefits assessed against existing investment and future investment using criteria defined by the COAG Capital Cities planning process.

- *Conduct “likely range” modelling for population growth.*

“Likely range” modelling would assist in planning and envisioning infrastructure investment requirements based on the transport demand impacts of different population growth levels.

5. INCENTIVES TO USE PUBLIC AND ACTIVE TRANSPORT

- *Assist State Governments to upgrade their public transport fleets to low emissions technology.*

The implementation of programs similar to the UK’s Green Bus Fund to support State Governments purchase low emissions public transport vehicles for passenger and freight applications.

- *Fund marketing and education programs such as TravelSmart to promote the benefits of catching public transport, walking and cycling.*

Promote programs and opportunities in communities, schools and workplaces to re-establish walking and cycling as a norm and to identify the financial, environmental and health benefits to the individual of using public and active transport.

- *Adopt patronage growth targets for all States and Territories.*

Develop a range of patronage growth targets for different states and territories to meet in bus, rail, walking and cycling modal share.

- *Compensate public transport operators for fuel price increases under the Carbon Tax.*

Ensure climate change policy does not disadvantage public transport operations and acts to incentivise public transport use.

- *Investigate the opportunities to incentivise public transport and active travel through the tax system.*