

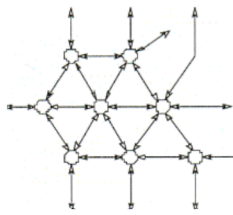
The Senate, Canberra.

**Submission to:**

**Inquiry into the investment of Commonwealth and State funds in public passenger transport infrastructure and services.**



**Transport Network Associates**



## **Transport Network Associates**

The Secretary  
Senate Standing Committee on Rural and Regional Affairs and Transport  
PO Box 6100  
Parliament House  
Canberra ACT 2600

27 February 2009

Dear Sir/Madam

Please find attached a submission to the inquiry into the investment of Commonwealth and State funds in public passenger transport infrastructure and services.

Several key questions are identified for consideration of the Committee based on over thirty years experience, working within Government as well as consulting to Government and industry in Australia. These questions include:

- ◆ the significance of strategic land use planning and statutory planning to public transport performance, cycling and walking outcomes;
- ◆ the adequacy of multi-modal public transport network and corridor planning;
- ◆ the adequacy of public transport investment evaluation and role of best practice;
- ◆ the effectiveness of the current multiple institutional arrangements in delivering public transport services;
- ◆ the effectiveness of the multiple stakeholder arrangements across a range of contracted tasks from planning, option evaluation and funding arrangements, through to infrastructure, vehicles and systems specification, construction, operations and maintenance.

It is noted that the terms of reference do not make specific mention of the relevance of strategic land use planning and statutory planning to the performance of public transport. This matter is central to international best practice, the effectiveness of public transport investment and is a key theme in this submission. Improvements in some areas over recent years need to be acknowledged, though much work is needed at the national and state levels to achieve best practice.

Due to client confidentiality and time constraints this submission provides only an outline of the opportunities (and significant deficiencies) in planning, evaluation and investment by Local, State and Commonwealth governments in public passenger transport infrastructure and services, with the focus on the mainland States. Proposals to address some of the key weaknesses are identified with a view to achieving sustainable economic, financial, social and environmental outcomes in our cities and regions.

Your sincerely

Bob Miller  
Director

Ph: 02 9589 0860 Fax: 02 9528 3287 Email: [jconsult@ozemail.com.au](mailto:jconsult@ozemail.com.au)  
P.O. Box 806, Sutherland, NSW, 1499

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## **ATTACHMENT**

### **EXAMPLES OF INTERNATONAL INTEGRATED LAND USE AND PUBLIC TRANSPORT INFRASTRUCTURE PLANNING APPROACHES**

## **1. Terms of reference**

On 4 December 2008 the Senate referred the following matter to the Rural and Regional Affairs and Transport Committee for inquiry and report by 18 June 2009:

The investment of Commonwealth and State funds in public passenger transport infrastructure and services, with reference to the August 2005 report of the House of Representatives Standing Committee on Environment and Heritage, Sustainable Cities, and the February 2007 report of the Senate Standing Committee on Rural and Regional Affairs and Transport Committee, Australia's future oil supply and alternative transport fuels, including:

- a. an audit of the state of public passenger transport in Australia;
- b. current and historical levels of public investment in private vehicle and public passenger transport services and infrastructure;
- c. an assessment of the benefits of public passenger transport, including integration with bicycle and pedestrian initiatives;
- d. measures by which the Commonwealth Government could facilitate improvement in public passenger transport services and infrastructure;
- e. the role of Commonwealth Government legislation, taxation, subsidies, policies and other mechanisms that either discourage or encourage public passenger transport; and
- f. best practice international examples of public passenger transport services and infrastructure.

## **2. Current and historical levels of public investment in private vehicle and public passenger transport services and infrastructure (ToR b)**

This submission has a focus on public passenger transport services and infrastructure. Taxi services, small 'shuttle bus' services and 'community transport' are not addressed in this submission.

Government policies have been a key factor in the successes (and failures) of public passenger transport services around the world over many decades.

Unlike most OECD countries, Australia has had a poor record of national government investment in metropolitan and regional public passenger transport over several decades. In Australia, closure of tram and train services, especially during the 1960s and 1970s, contributed to the shift to motor car travel and the decline in public passenger transport patronage.

Large scale investment by both Commonwealth and the States in national and state highway development since the 1960s has also contributed to increased private vehicle travel, as well as benefiting some bus and coach services. In contrast, many local, regional and state roads (including bridges) used by coaches, regional and school bus services have not had the necessary level of investment over recent decades.

Most urban and regional rail infrastructure was originally developed prior to World War Two. Investment in major regional and urban public passenger transport services and infrastructure over recent decades has been sporadic.

In addition to the Commonwealth reports cited in the terms of reference there were other initiatives during the 1990s relevant to the current inquiry. These included:

- ◆ Ecological Sustainable Development - Transport report (c.1992) that considered options to improve the transport system.
- ◆ Better Cities program during 1990s - significant Commonwealth contribution to public transport infrastructure investment in several projects.
- ◆ interstate rail investment program during 1990s
- ◆ Alice Springs to Darwin rail line investment
- ◆ recent track upgrading in some sections of the interstate rail network.

The medium and longer term benefits from these Commonwealth initiatives will be substantial, though at a significant cost, contributing to improved interstate, regional and urban public passenger transport services (see section 3).

In contrast to the quite limited Commonwealth initiatives during recent years there have been several major initiatives by the States to improve public passenger transport services and invest in infrastructure.

Some highlights of the history of public passenger transport planning, investment, disinvestment and services in the mainland States since the 1960s is outlined below:

◆ **Queensland**

- closure of Gold Coast rail line
- Brisbane rail electrification completed for Expo 88
- North Coast rail electrification, primarily for freight
- Gold Coast passenger rail line rebuilt
- North Coast higher speed train services and capacity improvement
- SEQ Regional Plan 2005-26 resulted in investigation of public transport corridor capacity enhancement based on integrated land use - public transport planning involving regional and sub regional centres.
- SEQ Regional Plan 2009-31 is currently on public exhibition
- best practice integrated land use and multi-modal public transport network plans are needed to achieve sustainable outcomes if economic, social and environmental challenges are to be addressed effectively.

◆ **NSW**

- closure of tram and rail lines prior to 1970s;
- Sydney Area Transport Study prepared in mid 1970s - the last major metropolitan wide transport planning investigation
- Sydney's 'centres policy' adopted to underpin the growth in public transport use
- Eastern Suburbs Railway opened in 1979, some 40 years after construction commenced
- rail electrification completed to Newcastle, Wollongong and Kiama
- East Hills rail services extended to Glenfield and Macarthur
- new public transport corridors gazetted in late 1980s and 1990s,
- new tram route opened from Central to Wentworth Park and later extended to Lilyfield
- Olympic Park rail line opens in 2000
- new bus route planning and contract framework introduced
- Murwillumbah rail line closed
- Metro rail planning commenced in 2007, which aims to integrate with land use planning

- ❑ planned rail line extensions to Sydney's north-west and south-west urban release areas deferred in 2008
- ❑ recently opened Epping - Chatswood rail line incurred major cost increases largely due to inadequate planning process (audit should be undertaken to document key lessons for the future)
- ❑ Illawarra and Hunter land release and population growth has not been planned to integrate with improved public transport
- ❑ several public transport plans prepared (and discarded) over past 20 years, with few achieving a high level of land use and public transport integration
- ❑ metropolitan planning since 2001 has not been supported by an integrated multi modal public transport plan
- ❑ best practice integrated land use and multi-modal public transport network plans are needed to achieve sustainable outcomes if economic, social and environmental challenges are to be addressed effectively.

◆ **Victoria**

- ❑ Loney report recommends closure of some rail services in 1980s
- ❑ corporatisation of public transport achieved significant cost efficiencies
- ❑ privatisation of public transport services in 1999 achieved little, but increased costs
- ❑ private sector public transport operator 'walks away' from State contract
- ❑ tram corridor capacity expansion including Docklands, Box Hill and La Trobe University
- ❑ new regional trains, e.g. to Ballarat
- ❑ privatised public transport contracts up for renewal
- ❑ Victorian Transport Plan 2008-2020, for the first time, moves the State towards transport investment "integrated with land use planning", including:
  - six Central Activity Centres
  - new Metro Rail line plus extensions with new stations
  - up to 50 trams, 70 trains and extra bus services
  - Maryborough line to be reopened
  - new cycle links.
- ❑ medium term, best practice integrated land use and multi-modal public transport network planning is needed to achieve sustainable outcomes if economic, social and environmental challenges are to be addressed effectively.

#### ◆ South Australia

- ❑ Adelaide's North East suburbs transport corridor investigation leads to investment in an O-Bahn busway system by early 1980s
- ❑ Adelaide rail electrification investigation in late 1980s resulted in decision not to proceed (based on deficient assessment)
- ❑ recent tram extension completed in Adelaide CBD
- ❑ the State's 'New Connections' plan for Adelaide's public transport provides funding for electrification of three rail lines and further tram extensions, including the first dual voltage trams to allow tram services on rail lines – an Australian first
- ❑ support the 'New Connections' plan with best practice integrated land use and multi-modal public transport network plans to achieve sustainable outcomes.

#### ◆ W.A

- ❑ closure of rail lines prior to 1990
- ❑ Inner Perth and Fremantle rail electrification completed in 1990s
- ❑ new Northern Suburbs rail line constructed along freeway corridor, integrated with bus services and land use
- ❑ new Southern Suburbs rail line opened by 2008
- ❑ longer term, best practice integrated land use and multi-modal public transport network planning needs to be extended to achieve sustainable outcomes.

#### **Key factors in State based public transport service provision**

The failure of public transport policies and plans of the 1960s and early 1970s were in large part caused by severe budget cut backs that often resulted in reduced services and maintenance. The Granville rail disaster in Sydney was one example of the result of these policies. This would not be the last tragedy where decision makers did not provide adequate funding for basic maintenance and investment in public transport to meet the needs of population growth in key cities and regions.

State based public transport service provision largely recovered from the rapid patronage decline of the 1960s and 70s, and benefited from periods of reinvestment since the 1970s. Following this investment public transport patronage set new record highs in some Australian cities. However, regional and interstate public transport patronage did not generally recover.



Over recent decades state revenues were adversely affected by reductions in state taxes and periodic economic down turns. In addition, Commonwealth grant allocations to states with larger populations were not adequate to maintain service levels for state public transport, health and other services. Local government finance also suffered, with 'unfunded mandates' from State Governments requiring new and improved services to be provided. In NSW this was accentuated through 'rate pegging' of councils over many years.

The downward pressure on State revenues resulted in some Governments restraining State borrowings to maintain credit ratings. Capital works programs suffered in those States. Increased revenue during the recent minerals boom masked this financial impact in some States.

Many economists rationalised that lower levels of public investment was beneficial after financial deregulation freed up credit markets, to assist private sector investment. However, the asset base of many essential public services, such as public transport and health, could not be maintained at the level required to ensure system reliability, and sometimes, even system safety.

Regional public transport patronage on the periphery of capital cities has grown with increasing population and improved commuter services into the capital cities. However, public transport services in those regions distant from capital cities are generally very limited, with many towns limited to little more than school bus services. The major regional cities generally have retained at least a basic bus service.

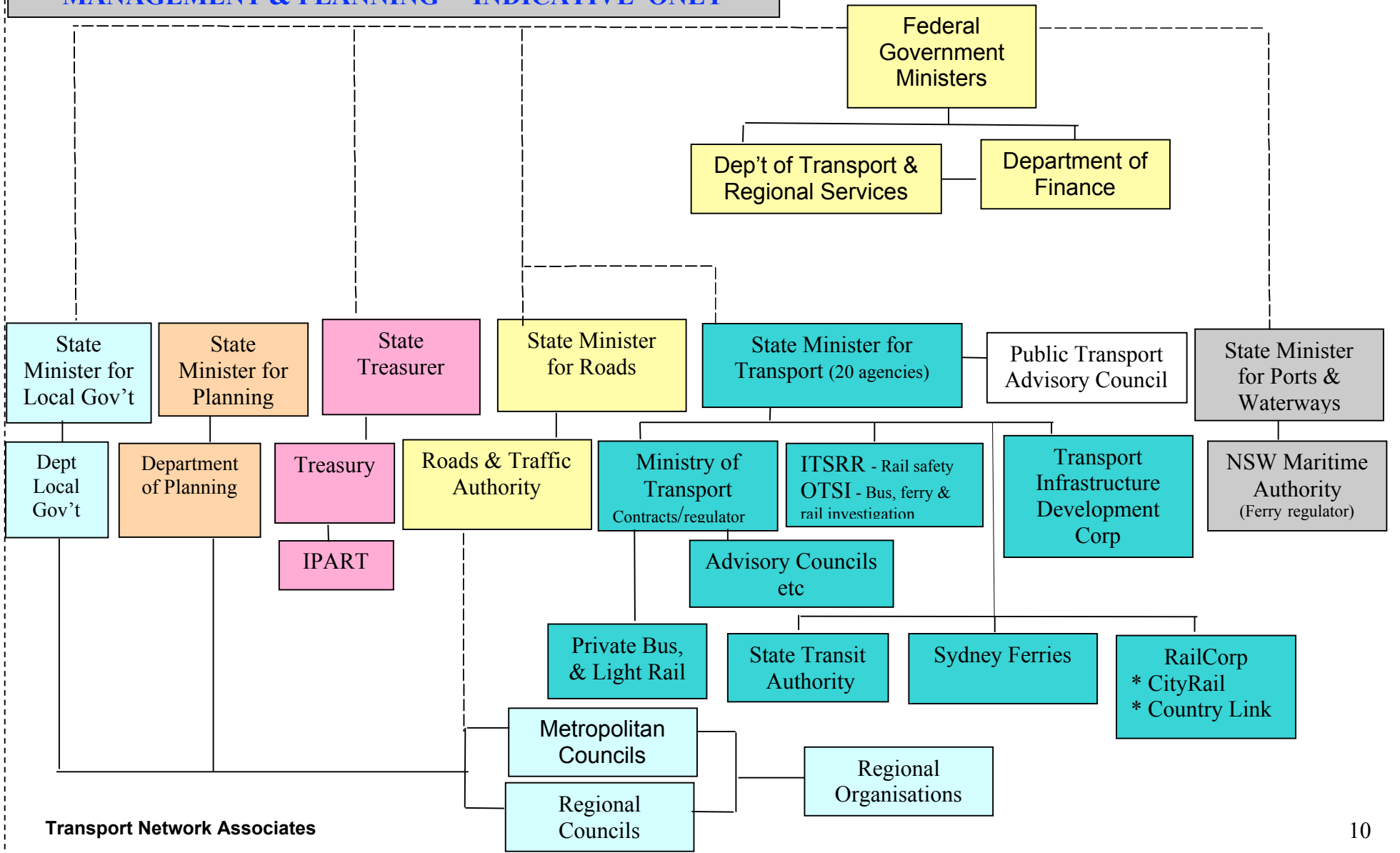
Long distance bus and rail services have been adversely affected by low air fares. However, long distance bus services have benefited from large scale highway investment. Long distance train services have been adversely affected by historically long travel times due to low speeds and infrastructure constraints on most routes in the eastern states that limit the market potential to largely budget travellers and concession card holders. Investigation of 'Very High Speed' rail in Australia since the 1980s has ignored the potential to progressively rebuild the east coast interstate rail network. Investigation of key routes indicates substantial potential to achieve much reduced travel times for both passenger and freight rail between the eastern states.

The above factors are not unique to Australia. Both the USA and Europe have also experienced major structural changes to the transport system, and failures, over the last decade and more.

The lessons from major inquiries into transport system failures not only need to be learned, and reforms adopted, but the role of public policy and the key public institutions involved needs examination.

An example of the complex institutional arrangements that apply to public transport in NSW is illustrated below. These arrangements are a major contributing factor to high costs and long lead times for project development. The complexity of approval processes and multiple agencies highlights the need to streamline Government investment decision making to achieve public transport improvements in a more cost effective and timely manner.

**NSW PUBLIC TRANSPORT (2007)  
MANAGEMENT & PLANNING – INDICATIVE ONLY**



### **3. Assessment of the benefits of public passenger transport, including integration with bicycle and pedestrian initiatives (ToR c)**

There are substantial economic, financial, social and environmental benefits for communities, cities and regions across the nation from public passenger transport services, as well as bicycle and pedestrian facilities, particularly when integrated with land use planning. These benefits increase significantly with dedicated corridors improving the efficiency and effectiveness of the services.

Household expenditure on motor vehicle fuels has increased substantially over recent years, particularly for people living in outer city suburbs and regions with poor public transport, due to increased reliance on oil imports and depreciation of the Australian dollar, despite some easing of prices during the global economic downturn.

The key benefits of public passenger transport, bicycle and pedestrian initiatives include the following:

- ◆ efficient and effective public passenger transport contributes to attraction of local and international investment in:
  - commercial developments in Australian cities, by providing employers with access to a skilled workforce that can reliably commute to the capital city CBDs and regional centres, even during severe traffic congestion;
  - tourism and accommodation development around the country;
- ◆ walking and cycling are the most energy efficient forms of travel and, where motor vehicle travel is avoided, significantly reduces travel costs and lowers reliance on imports of oil based products;
- ◆ efficient and effective public transport services are a very energy efficient form of passenger transport, and where motor vehicle travel is avoided, also reduces reliance on oil imports;
- ◆ cycling and public transport can attract commuters away from car travel:
  - reducing congestion costs in cities
  - freeing up road capacity for essential business travel, goods and emergency vehicles, and
  - allowing some road projects to be re-prioritised or deferred;
- ◆ substituting car travel with walking, cycling and/or public transport can reduce economic, social and environmental impacts, including:
  - hospital admissions and drug costs associated with many diseases, such as obesity and coronary care
  - road crash costs, involving injury and death, property damage and family trauma
  - air emissions costs, such as greenhouse gas and toxic gas impacts.

#### **4. Role of Commonwealth Government legislation, taxation, subsidies, policies and other mechanisms that either discourage or encourage public passenger transport (ToR e)**

Commonwealth policy on public transport has varied over the past 40 years ranging from little support to significant investment programs. The massive investment by both Commonwealth and the States in highway development since the 1970s, while benefiting some bus and coach services, appears to have coincided with reduced passenger volumes on rail services in some corridors

In regard to taxation, at least three Commonwealth taxes are relevant to use of public transport:

- ◆ GST is applicable on public transport fares, adding 10% to fares\_
- ◆ Business Fringe Benefits are a common part of salary packaging, with employer provided cars very popular. Fringe Benefits Tax can be calculated using the log book or statutory method of calculation. For example, based on the second method of calculation the Fringe Benefit varies from 26% of a car value (with low vehicle kilometres travelled) down to as little as 11% of a car value (with high vehicle kilometres travelled). This results in an incentive for the business to ensure that employees drive enough kilometres so the lower band is reached to minimise the Fringe Benefit Tax payable
- ◆ Salary sacrifice - the cost of public transport fares can be paid from pre tax income in packages offered to employees, reducing the effective cost of travel, but FBT is payable at the top marginal rate so there is little financial benefit to public transport users.

The extent to which tax arrangements encourages greater car use, or discourages public transport use, warrants examination as part of the current inquiry.

Commonwealth policy on investment in public transport should aim to ensure that it contributes to improved economic, social and environmental outcomes in the cities and regions across the country, given the tax revenue that the Commonwealth receives from the cities and regions. While this relationship has been acknowledged in relation to road infrastructure through Commonwealth investment, the contribution of rail based public transport to wealth creation and tax receipts appears not to have been explicitly acknowledged.

Over recent decades Commonwealth investment in public transport has been sporadic at best, with only limited improvements to the interstate rail network. There have been several public transport improvement projects that have benefited from Commonwealth investment, particularly in the early 1990s. Nonetheless, there has not been a coherent funding agreement with the States to support longer term planning and development of public transport for the regions and cities.

The underlying feature of Commonwealth policy on public transport appears to have been a focus on minimising outlays and containing costs.

There appears to have been little Commonwealth acknowledgment of the contribution that public transport makes to attracting international investment to Australian capital cities by providing employers access to a skilled workforce who can

reliably commute to the capital cities' CBDs. The role of public transport in contributing to Gross Domestic Product through private sector investment and employment generation (including taxation receipts) needs to be recognised by Commonwealth policy on public transport - like most OECD countries.

Hence, Commonwealth policy on public transport needs to be developed, linking funding support for public transport to city and regional population levels and forecast growth.

A joint agreement with the States is needed to plan, fund and develop public transport for the regions and cities across the nation.

## 5. Best practice international examples of public passenger transport services and infrastructure (ToR f)

A critical question needs to be addressed - what is the nature of the institutional and planning reform required to achieve best practice? There are lessons to be learnt from examples of best practice around the world.

The International Association of Public Transport has developed a 'Mobility in Cities' database on urban transport, comparing transport system performance of over 50 cities around the world, involving 120 performance indicators. This is a major resource for assessing best practice in urban public transport.

The Attachment to this submission outlines examples of best practice land use - transport planning and public transport development in major cities around the world.

Examples include the following:

- ◆ Berlin, Toronto and Barcelona - lessons for Sydney, Melbourne and Brisbane
- ◆ San Francisco - lessons for Adelaide and Perth
- ◆ Portland and Auckland - lessons for smaller cities.

Planning for growth in many of Australia's capital and regional cities has moved some way towards best practice policies - a key prerequisite to effective and efficient public transport systems. However, much more needs to be done.

Over recent decades Sydney's 'Centres Policy' has led to major redevelopment around several commercial centres on rail lines. This policy has been a major contributing factor increasing job opportunities in the CBD as well as middle ring centres. The policy has contributed to increasing the potential for walking, cycling and/or using public transport to middle ring centres and the CBD. The policy has also supported bus-rail interchanging and assisted public transport passenger growth to retain a comparatively high mode share for journey to work trips. The increase in fuel prices has also been a contributing factor to the growth in public transport use in the major cities.

Nonetheless, the growth in public transport use in capital cities is quite significant, given the large scale motorway development, rail network congestion and passenger crowding, traffic congestion impacting on bus services and other public transport system and infrastructure problems over recent years.

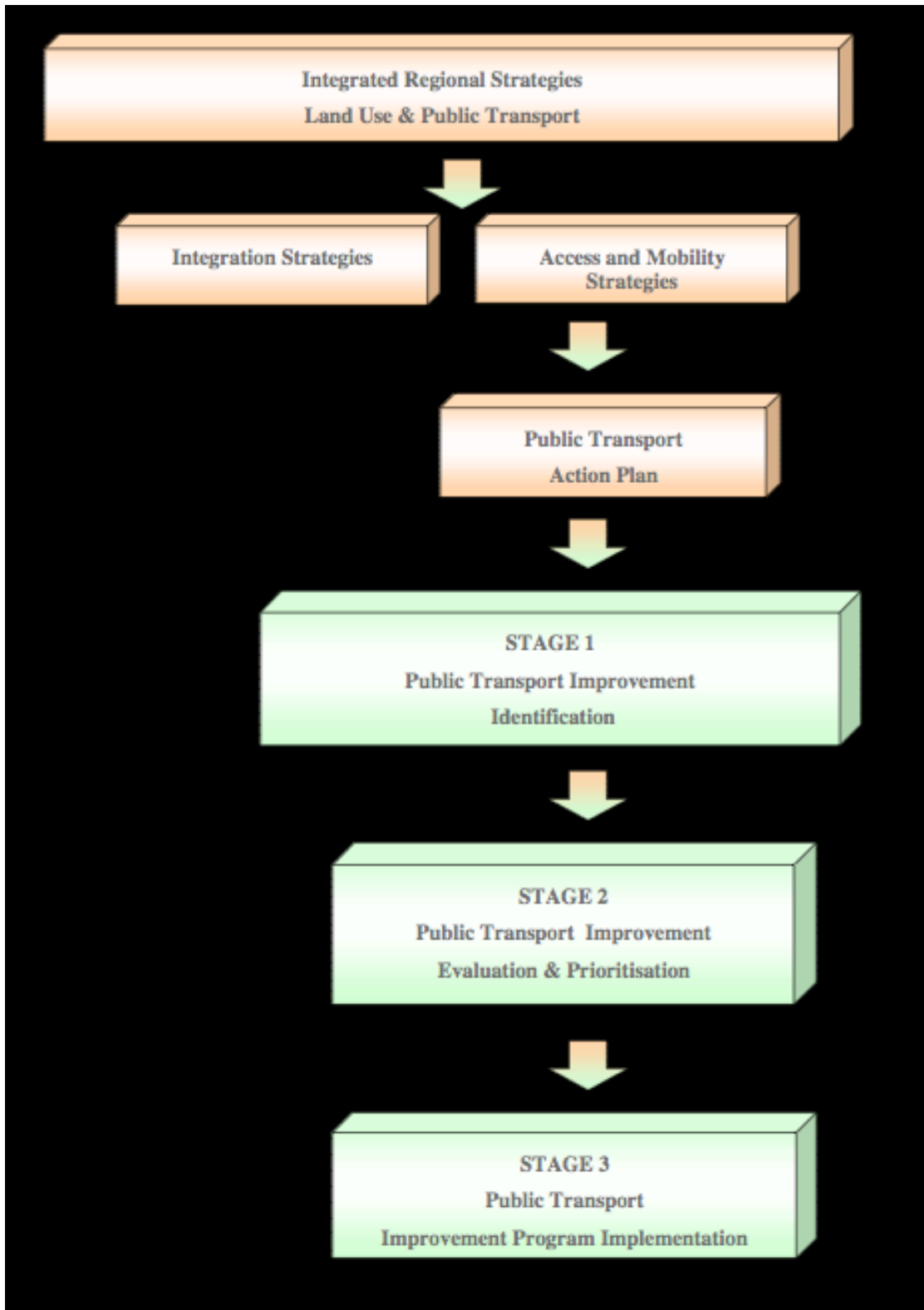
Key lessons from many of the international best practice examples include the following:

- ◆ **National governments are involved in funding arrangements** - many best practice public transport systems in major cities around the world involve national governments in funding arrangements, usually in partnership with state and/or city governments;
- ◆ **Regional strategic planning** - to develop key objectives and land use hierarchy, including projected population and workforce, with future transport network and corridor options identified, which then drives statutory planning, including evaluation of future land use development options and multi-modal

public transport network options, cycling and walking to achieve the most effective integrated development, based on desired economic, social and environmental outcomes;

- ◆ **Network hierarchy plan and multi modal public transport service coordination** - most regulated public transport services continue along historical routes, with some additional routes added to serve new urban development and renewal areas. A renewed focus on 'network planning', prior to 'route planning', is essential to provide convenient interchanges between a range of public transport services, and achieve the benefits of a 'network effect';
- ◆ **Public transport corridor planning, reservation and development**, within and between cities, regions and interstate, including convenient interchange facilities, is needed to improve the competitiveness of public transport compared with car travel:
  - congestion costs on key road and rail corridors in major cities is a key impediment to improving public transport;
  - dedicated public transport corridors are required on high volume routes;
  - public transport priority on other key corridors is essential.
- ◆ **Integration of multi modal public transport services with walking and cycling links** - most best practice public transport systems in major cities around the world are based on integration of multi modal public transport, walking and cycling - to cater for various travel market segments, peak period passenger volumes and travel time requirements;

The simplified flow chart below illustrates a Regional Planning process through to infrastructure and service implementation. The focus of the flow chart is the public transport component of the process (road infrastructure planning and development for private vehicles is not shown for simplicity).





◆ **Institutional arrangements that are effective and efficient in delivering public transport services**

Best practice public transport, cycling and walking facilities and services overseas critically depend on effective and efficient institutional arrangements. There are too many State and Commonwealth agencies that have a role in planning, developing, operating, maintaining and determining resource allocation for public transport.

Streamlining institutional arrangements would yield substantial benefits, such as through removing duplication, standardising assessment, approval processes and contract documentation for infrastructure, vehicles, control systems and ticketing systems.

Institutional arrangements should be audited to determine the extent of streamlining required in each state, and the reforms that are required to achieve key performance requirements, including:

- **Public accountability** - performance measures that are meaningful to the travelling public are essential, including economic, financial, social and environmental indicators. The accountability of senior public transport officials for major deficiencies in safety, reliability and financial management is a key issue that needs to be addressed. For comparison, the accountability of state and federal officials in the USA warrants examination;
- **Openness** - publicly available information on the performance of each public transport operator should provide the public and media with factual information and statistics on a range of key performance measures, such as taxpayer contribution, system reliability and personal safety incidents, etc. The national public transport database resourced by the Federal Department of Transport in the USA warrants examination;
- **Transparency** - public participation strengthens taxpayer confidence that investment in public transport benefits the whole community through lowering congestion costs for business and other vehicles.

## **6. Measures by which the Commonwealth Government could facilitate improvement in public passenger transport services and infrastructure (ToR d)**

Based on the above best practice principles for improving planning of public transport infrastructure and services, several initiatives have been developed for consideration by the inquiry:

1. Commonwealth policy on public transport needs to be developed which links funding support for public transport to city and regional population levels and forecasts, along with the potential to achieve measurable sustainable economic, social and environmental outcomes, especially greenhouse gas reduction.
2. Build on the progress some States have made towards integrated land use-transport planning, so that all States achieve best practice. This requires integrated land use and multi-modal public transport network plans to be prepared to achieve sustainable outcomes - if economic, social and environmental challenges are to be addressed effectively
3. Council of Australian Government prepare a joint agreement with the States to plan, fund and develop public transport for the regions and cities across the nation.
4. Council of Australian Government establish a framework and arrangements to develop regional integrated land use and multi-modal public transport network plans to address economic, social and environmental challenges based on:
  - ❑ joint funding by the Commonwealth and each State
  - ❑ target setting to implement Commonwealth and State policies based on scenario planning and assessment of options for public comment;
  - ❑ public participation program to encourage business and community involvement;
  - ❑ seconding Commonwealth, State and local government planning and transport staff;
  - ❑ reporting to regional boards with representatives from the Commonwealth and State, regional councils, business, social and environmental organisations.
5. Develop an improved national toolbox of evaluation techniques for improving strategic land use planning and assessment of public transport performance, cycling and walking outcomes based on best practice (as outlined above), including:
  - ❑ benchmarking public transport policy development with international best practice
  - ❑ public transport demand assessment
  - ❑ economic evaluation techniques.

6. Develop national and state public transport corridor plans - for cities, inter-regional and interstate links, building on existing road and rail planning.
7. Review national and state institutional arrangements to deliver substantial improvements in public transport services and reduce reliance on private passenger transport, including rationalising the number of State agencies where necessary.
8. Commonwealth and States investigate and plan public transport improvements and, where feasible, fund and develop projects, such as:
  - **High speed rail**
    - develop 'High Speed' rail (over 200 k.p.h) to progressively rebuild the eastern interstate and regional rail network to achieve much reduced travel times and improved competitiveness for both passenger and freight rail between the eastern states.
  - **Perth**
    - develop medium term public transport improvements following on from the success of Perth's rail network development, including:
      - integration with development of mixed use centres;
      - rail link to Perth Airport;
      - cross suburban public transport priority and additional bus services;
      - additional bus-bus and bus-train interchange facilities;
      - reservation of future public transport corridors.
  - **Adelaide**
    - support the State's "New Connections" public transport plan with integrated land use and multi-modal transport network plans, including:
      - rail electrification;
      - light rail extension;
      - cross suburban public transport priority and additional bus services;
      - efficient bus-train-tram interchange facilities;
      - reservation of future public transport corridors.
  - **Melbourne and surrounding regions**
    - support public transport and cycle network improvements in the 'Victorian Transport Plan' and refocus integrated land use and multi-modal public transport network development, including::

- a secondary tier of Activity Districts to support mixed use development with public transport interchanges;
  - longer term capacity expansion priorities for existing rail network;
  - extension of existing tram services, including a light rail or heavy rail link to Melbourne Airport;
  - improved cross suburban public transport priority;
  - additional new regional trains for key regional centres;
  - efficient bus-train-tram interchange facilities;
  - reservation of future public transport corridors.
- **Sydney, Wollongong and Newcastle**
- integrate existing land use planning with multi-modal public transport network planning, including:
    - one responsible Minister and agency to integrate public transport planning (including Metro) with land use planning;
    - enhance Metropolitan Strategy and subregional plans with effective multi-modal public transport network plans to improve access across the region (rather than isolated routes);
    - extend the current Metro route proposals into higher density areas;
    - review previous study on Hurstville-Strathfield rail link as part of future Metro investigations;
    - complete property acquisition for south-west and north-west rail links;
    - retain cross harbour and CBD rail corridors for future heavy rail or Metro development;
    - develop plan for inner Sydney light rail expansion;
    - develop public transport plans for Wollongong and Newcastle that are effectively integrated with land use planning;
    - investigate other public transport corridors for longer term development;
    - enhance public participation process.

□ **Queensland**

- South-East Queensland:
  - refocus on integrated land use and multi-modal public transport network planning to achieve best practice sustainable outcomes to address economic, social and environmental challenges;
  - enhance SEQ Regional Plan 2009-31 and beyond with effective multi-modal public transport network plans to improve access across the region (rather than isolated routes);
  - develop light rail plan for inner Brisbane and Gold Coast to Tweed Heads corridor;
- North Queensland:
  - develop bus priority corridors in line with urban growth in cities such as Cairns and Townsville to integrate with North Coast rail services.

## ATTACHMENT

### EXAMPLES OF INTERNATONAL INTEGRATED LAND USE AND PUBLIC TRANSPORT INFRASTRUCTURE PLANNING APPROACHES

City	Government control and approach	Relevant Strategic Document	Innovations
<b>NORTH AMERICA</b>			
<b>Toronto, Canada</b>	<ul style="list-style-type: none"> <li>• Controls City pop of 2.5 mill and Greater Toronto pop of 4.75 million (projected to grow to 7.5 million by 2031)</li> <li>• Land Use Planning, Road Building, Fire and Police, Parks and Zoo and other City Administrative services for Greater Toronto.</li> <li>• 44 elected Councillors (elected every 3 years) with \$6.4 billion operating budget</li> <li>• Provincially mandated funding for hospitals and housing and other social services (36% of overall budget)</li> <li>• 100% control of TTC (metro transit) and 50% funding of GO Regional Transit services</li> </ul> <p>Toronto Plan is the guiding land use vision document and integrated transport planning approach is contained within it.</p>	<p>The vision document the Toronto Plan (2000), inc “A Transportation Vision for the City of Toronto” contains:</p> <ul style="list-style-type: none"> <li>• policies relating to pricing and finance, transit priority, aspects of urban design that promote the use of more environmentally friendly modes of transportation such as walking and cycling, improvements in goods movement, and protection of the environment.</li> <li>• priorities for investment in transportation infrastructure such as new rapid transit routes, commuter rail stations, and major renovation to key elements of the existing system,</li> <li>• targets for transit ridership, reductions in greenhouse gas emissions and accessibility for the disadvantaged which are important for measuring progress with respect to achieving goals.</li> </ul> <p>Subsequent development of Toronto Official Plan (2002), which is an integrated strategic document for the future integrated growth of the city. It includes Chapter 2: Shaping the City, which contained higher order transit corridors and surface transit priority network.</p>	<p>Influence over transit network</p> <p>Ability to link land use to transit investment</p>

<b>City</b>	<b>Government control and approach</b>	<b>Relevant Strategic Document</b>	<b>Innovations</b>
<b>San Francisco, USA</b>	<ul style="list-style-type: none"> <li>Controls the downtown area and surrounding suburban areas – pop of approx 800,000 people.</li> <li>Controls land use planning and other traditional council operations as well as police, fire, local legislation, public transport (buses and trams) and Airport.</li> </ul>	2004 Countywide Transportation Plan is a 30 year blueprint for transport investment and integrated land use and transport planning. It is developed by the San Francisco County Transportation Authority - the regional Transportation Authority responsible for setting transportation investment priorities for the city, developing and maintaining a computerized travel demand forecasting model and related databases, and programming state and federal funds for local transportation projects.	Like most regional transport plans in US, linked to modelled projections and funding opportunities
<b>Washington DC, USA</b>	<ul style="list-style-type: none"> <li>Controls the DC area – population of approx 600,000 people.</li> <li>Controls land use planning and other traditional council operations as well as police, fire, local legislation.</li> <li>Washington Metropolitan Area Transit Agency manages public transport – which is partially funded by several counties in the region.</li> </ul>	<p>Currently updating the 1997 State Strategic Transportation Plan for DC. Again the Regional Transportation Authority (Metropolitan Washington Council of Governments) produces the most relevant strategic plan (Capital Long Range Transportation Plan).</p> <p>Sets out a list of projects for the next 25 years in line with metro growth. Is reviewed every year as part of the Transportation Improvement Program (TIP), which programs state and federal funds for transport projects.</p>	
<b>EUROPE</b>			
<b>Barcelona</b>	<ul style="list-style-type: none"> <li>Controls approx 1.6 million people (metro area of 2.9 million) focused on central area.</li> <li>Controls land use planning and other traditional local functions.</li> <li>Transport controlled by Autoritat del Transport Metropolitan</li> </ul>	<p>Participates in the integrated Strategic Metropolitan Plan of Barcelona with other metro Councils</p> <p>It recognises and supports the ATM's Infrastructure Master Plan 2001-2010.</p>	Metro wide approach to integrated planning – from local perspective
<b>Berlin</b>	<ul style="list-style-type: none"> <li>Operates as the State of Berlin, with a House of Reps (169), 8 senators and a Lord Mayor.</li> <li>Department of Urban Development controls urban issues, including roads, traffic and cycling</li> </ul>	Urban Development Plans outline the objectives and direction of all the planning functions of the Department (such as Berlin Centres 2020). Integration takes place across all the plans developed.	

City	Government control and approach	Relevant Strategic Document	Innovations
<b>London</b>	<ul style="list-style-type: none"> <li>• The Greater London Authority has responsibility for metropolitan London – population of approx 7.5 million</li> <li>• Controls the metro urban functions of London, including economic development, land use planning, transport and policing. Transport for London is one of its agencies and is responsible for transport provision and policy.</li> <li>• The City of London borough manages the financial heart of London and controls the traditional functions of a Council, including land use control – traffic, parking and transport is under the control of the larger TfL. The City has a resident population of only 7,000 people.</li> </ul>	<p>The Mayor of London’s Transport Strategy (2001) sets the direction for transport policy and provision in Metro London, within which each borough is to implement through funding from TfL.. Very much an infrastructure and policy plan that only talks about integration across modes, fares and ticketing. The congestion charging scheme came out of this Strategy.</p> <p>The London Plan was developed in 2004 as the metro area’s special development plan. Integrated land use and planning strategies are contained within this document and supports the transport infrastructure and policies contained within the Transport Strategy.</p> <p>The City of London Borough has developed its transport plan through the City of London Transport Community Strategy 2004-2014. The plan largely supports the objectives of the TfL strategy but relates it to the local level. The implementation of TfL’s strategy is more specifically reflected through yearly borough spending plans.</p>	<p>The creation of the GLA provided the structural integration London required, which is then implemented at the local level.</p>
<b>ASIA</b>			
<b>Singapore</b>	<ul style="list-style-type: none"> <li>• A city state governed by a President – therefore no real local government structure. Population of over 4 million people (long term projection of 5.5 million).</li> <li>• Governs all urban functions, including planning and transport</li> <li>• Relevant departments are Ministry of Transport and Ministry of National Development</li> </ul>	<p>The Singapore Government set a Land Transport Authority in 1995 (under the control of the Ministry of Transport) to facilitate integrated land use transport outcomes. The way to achieve this is outlined in ‘A World Class Land Transport System’ White Paper (<a href="http://www.mot.gov.sg/white_paper.html">http://www.mot.gov.sg/white_paper.html</a>). The white paper outlines modal share targets, adopting travel demand management policies, how to improve public transport networks and how to support these through supporting fare structures that fund the works.</p>	<p>Specific targets are set that drive transport policy response.</p>



