

## Submission by Adrian Glamorgan

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

Terms of reference

1. an audit of the state of public passenger transport in Australia;

*Note the high level of private transport in rural areas, even in and between towns along railway lines - goods trains may travel regularly through towns but there is no way currently to mix traffic between passengers and goods - but perhaps in the information age, and with cctv, innovations are possible?*

*Within country towns, cycling is a real option, but there needs to be a cultural shift to encourage people who have become very used to the car for trips even within town. Agreed, bicycles are actually private transport, but money spent on cycle infrastructure and travel smart programs can spare resources that would have gone to private car infrastructure, and free it up to be spent on complementary public transport - like cycle racks on buses (eg Canberra - very successful!)*

2. current and historical levels of public investment in private vehicle and public passenger transport services and infrastructure;

- 3.

an assessment of the benefits of public passenger transport, including integration with bicycle and pedestrian initiatives;

*Canberra experiment with cycles on buses has been terrific - but once this becomes used more, can only allow two bicycles per trip - insufficient to meet future demand.*

*In Perth, the lack of cycling-friendly space in passenger trains, and the prohibition of bicycles on peak hour-direction trains, discourages bike use. Things are a lot better now, but Main Roads and Transperth public service culture used to show a high resistance to cycle-friendly changes. for example, some years back it was made 'free' to be on the train, but then transperth insisted you get a 'free' permit, which you could only get from some stations. The Mandurah Railway Line only had some through-cycle paths because of the leadership of one or two in decisionmaking places - it could have gone the other way. George Bush Snr signed a 1991 act for intercity transportation like freeway infrastructure that gave a percentage to cycle and pedestrian infrastructure, thereby ensuring that facilities would be automatically considered.*

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measures by which the Commonwealth Government could facilitate improvement in public passenger transport services and infrastructure;

*infrastructure to a lot of decisionmaking means supporting car transport, at a time when peak oil should be pointing us to alternatives. A clear commitment to public transport would make a difference (and not just public transport infrastructure for coal carrying!)*

5.

the role of Commonwealth Government legislation, taxation, subsidies, policies and other mechanisms that either discourage or encourage public passenger transport;

See the US 1991 Act that allowed a percentage of all transport infrastructure costs to be spent on pedestrian and cycling

See Boulder, Colorado, and Bogota, Columbia, for car-free alternatives

and

6.

best practice international examples of public passenger transport services and infrastructure.

*See "Smart Growth" Coalition in the US for ideas.*