

### PIA POSITION

There has been substantial comment on the needs, advantages and opportunities presented by integrating land use and transport planning. Decisions regarding transport investment, mode and location have had a huge impact upon the development of Australia's regions and cities. Yet in many instances land use planning and decision making has occurred with little or no regard for resultant impacts on transport and movement, funding or investment. Additionally, transport planning and investment decisions continue to occur with an inadequate understanding of the land use and development consequences of such decision making.

PIA supports integrated land use and transport planning which acknowledges that transport and development are not two separate things but two facets of the same challenge (ie transport is land use planning). Fundamentally, PIA supports an integrated planning and decision making framework where land use planning processes fully account for the transport implications and requirements of our towns, cities and regions. PIA supports transport planning and decision making that has due regard to the land use and development implications of these activities. PIA supports an integrated planning and decision making framework that considers cost effective and efficient and sustainable movement of people and freight, and a focus to reduce car dependency and subsequent emissions.

### PIA calls for the following actions:

- **The promotion and development of cooperative, comprehensive, and on-going transport planning processes, fully integrated with the land use planning process, which are coordinated, innovative and have financial commitments from all levels of government and stakeholders.**
- **Development and implementation of procedures that strengthen links between the planning and programming processes and ensure that transport projects are clearly designed, prioritised and implemented to enhance the defined long term planning goals of our cities and metropolitan regions.**
- **Federal and state legislation that defines and embraces transport planning requirements as part of broader land use planning and development assessment.**

- **Commonwealth and state funded comprehensive, multimodal transport planning, integrated with desired land use outcomes that forms the basis of investment decisions.**
- **The development of integrated multimodal transport systems that serve individual, local, regional, state, national, and global needs. The transport and movement systems must be designed and delivered to enhance travel choice, mobility, access, sustainable development, and economic efficiency.**
- **Sharing of responsibility for and interest in transport decisions amongst all levels of Government.**
- **National, State, regional and local Land Use and Transport plans and programs should be developed and implemented through processes in which the responsibility and authority for planning and decision-making are shared among all levels of Government.**
- **Transport investments that deliver significant public benefits in the form of improved mobility, efficiency of distribution, environmental quality, growth management, land use, housing affordability, social equity, historic preservation, urban design and economic development.**
- **Greater Commonwealth assistance in the funding of metropolitan and interurban public transport improvements and research into innovative transport modes and alternative fuels.**
- **Commonwealth and state collaboration in the development of alternative funding mechanisms for the provision of urban transport infrastructure which where appropriate can leverage private sector funding.**
- **Increased Commonwealth and State Government funding of research and data collection to improve planning and the integration of research results into the planning process at regional and local levels.**
- **Improved structure and concept planning for new land development areas by both the public and private sectors, reflecting best practice in integrated land use and transport planning.**

## **POLICY PRINCIPLES AND CONSIDERATIONS**

The National Charter of Integrated Land Use and Transport Planning was endorsed by the Transport Ministers at a meeting of the Australian Transport Council on 23 May 2003 and by the Council of Local Government and Planning Ministers Meeting in July 2003. The endorsement of the Charter by both Councils establishes a national commitment to an agreed set of good planning practices and to working together to achieve better land use and transport outcomes across Australia.

Subsequently, in April of 2006, the three spheres of government agreed on a framework within which services are to be funded and delivered to the community at the local level. The inter-governmental agreement seeks to provide the overall framework for developing further agreements between local government and the other spheres of government. The inter-governmental agreement reaffirms the commitment to the 2003 Charter.

PIA notes that all States, Territories, and the Commonwealth Government have collaborated to develop the Charter. The Charter is designed to support existing and future planning mechanisms by providing a national commitment to a framework for sustainable, responsive planning, consistent decision making, and good design and management. The Local Government and Planning Ministers Meeting noted that responsibility for its implementation now rests with each State, Territory and the Commonwealth governments and that local governments will play a central role in land use and transport planning for local areas.

PIA supports an audit process of the Charter to determine how implementation of the Charter's principles has progressed, identify successes upon which to build and to identify policy or institutional barriers that need to be addressed to enhance the successful implementation of the Charter.

### **PIA ACTION**

PIA will continue to lobby Commonwealth, State and Local Governments and Industry to ensure that processes are implemented to bring about greater land use and transport integration with consequent environmental benefits, for the betterment of Australia's Cities, Towns and Regions.

### **This Policy derives from**

PIA Sustainable Communities Policy 2006

### **Related References**

National Charter of Integrated Land use and Transport Planning 2003