

## TCPA Submission to Garnaut Climate Change Review

TCPA Inc is a non-profit organisation funded by members' subscriptions, founded in 1914. It is not affiliated with, or supported by, any party political organisation.

TCPA's objectives include:

- To promote the application of principles of ecological sustainability to existing and new settlements and urban regeneration;
- To encourage the practice of environmental planning;
- To advocate the establishment of an effective strategic planning framework;

### **What are the key barriers to the adoption of cost-effective and low-emissions mode use in the passenger transport sector?**

1. Poor access to public transport from home in low density suburbs and country towns
2. Bus service hours of operation are too short and frequencies are too low
3. Public transport too slow for long journeys, and journeys circumferential to city centres
4. Overcrowding on some train and tram services, symptomatic of inadequate supply and a deterrent to increased demand.
5. Public transport route interchanging too difficult
6. Lack of safe and direct bicycle routes, and secure parking at rail stations.
7. Continuation of low-density urban design in growth areas is a barrier to sustainable public transport services and walking/cycling. In the absence of transport plans, new developments cannot plan for higher density nodes or corridors.
8. Circuitous street layouts not conducive to walking or cycling, and thus access to public transport
9. Facilities, jobs too dispersed, shopping centre catchments too large for walking
10. Tax benefits that favour car driving over use of public transport for work- or business-related journeys

### **How might these be addressed effectively and efficiently by government policy?**

11. Legislate for carefully researched national minimum passenger convenience standards for urban bus services (frequency, hours of operation, accessibility, intermodal connectivity), and subsidise them where warranted.
12. Improved inter-modal coordination and connections, and development of more major bus nodes, which will afford improved interchanges between bus and rail links and increase salience/visibility of bus services.
13. Provide federal government grants to the states for the purchase of additional suburban train rolling stock and for engineering works to eliminate rail network capacity constraints. Likewise, contribute to the funding of major infrastructure and rolling stock assets for other public transport modes
14. Hypothecate this funding of rail, bus and other transport modes to state governments implementing regulatory and licensing reforms that increase flexibility of bus route development and modification and the introduction of demand-responsive public transport such as flexibuses or continuous multi-hire bus-taxis in low-density suburbs and rural towns. This would inject some measure of competition between service providers. This would be in addition to some degree of competitive tendering for route services.
15. Also, insist that state and territory governments revise their transport regulatory laws to achieve improvements in governance and public scrutiny, starting with clear and unequivocal purposes/objectives that drive administrative activity towards the most sustainable and socially equitable outcomes.
16. Drive changes in the mechanisms of funding of road programs by linking funding to the introduction in major urban areas of general or "wide area" road pricing that would be the platform for congestion-related charging, carbon taxing, general freight non-passenger vehicle and car-use pricing (rather than tollway-specific), and replacement of fuel taxes and fixed charges like registration and insurances.

### TCPA Submission to Garnaut Climate Change Review

17. Provide federal government grants to local government for the construction of pedestrian and bicycle routes and road treatments.
18. Increase car and secure cycle parking at outer suburban railway stations. In Melbourne, for example, parking stations could be built on industrial land in places such as Westall, Upfield and Aircraft (Laverton).
19. Give higher priority to the walking and cycling environment (footpaths, cycle lanes, traffic, road crossings). Suggested measures include reduced speed limits (40 km/hr in all residential and shopping streets) and traffic calming using driver self-regulation through the removal of traffic signals, stop signs, etc., as being implemented in Bendigo, for example.
20. All new greenfield residential developments to have a mandatory transport plan and planning requirements for higher densities around transport nodes and along major bus and rail corridors.
21. Investigate the scope for modifications to income tax rules for deductible expenses incurred in land subdivisions and building design and construction that provide greater deductibility offsets for urban developments that minimise carbon emissions during their establishment and throughout their occupation (operation?). Similarly, reward with favourable tax concessions those subdivision projects that install good quality public transport in advance of their completion. A 6-star energy use and emissions rating scales for these activities could be devised and referred to in federal income tax laws and regulations.
22. Introduce land tax levies to capture some of the property value increase created by public transport, as a source of its funding. For example, real estate agents in North Annandale in Sydney support light rail as a major attraction in the area. Property values could increase at least 10% if the light rail extended beyond Lilyfield.  
<http://www.smh.com.au/news/news/a-trip-on-the-light-fantastic/2008/03/28/1206207351999.html>

#### **What policies would be suitable to address barriers to the uptake of more fuel-efficient passenger vehicles?**

23. Eliminate perverse incentives to waste fuel (e.g. minimum km in vehicle leasing conditions, reduced import duty on 4-wheel drives).
24. Change federal income tax laws that provide incentives to use motor cars ahead of public transport for work- and business-related travel.
25. Remove restrictions on the import of low-powered electric bicycles
26. Apply the user-pays principle to private vehicle use through (a) congestion charges and road pricing (referred to above), (b) reduced registration fees, and (c) third party premiums paid through a petrol levy or road pricing.

#### **How can land-use planning and the built environment be managed more effectively to lower reliance on high emission patterns of transport behaviour?**

27. Facilitate the construction of low cost medium-density housing within walking distance of shops and social and medical facilities at suburban nodes that are on the rail network or principal bus routes. This would enable families to live with only one car, and give them the option of public transport to the CBD and other major activity centres or zones. Victoria's Transit Cities program is already doing this, but it needs to be accelerated and expanded.
28. Strengthen small neighbourhood shopping centres to reduce the need to drive to more distant retail centres. Encourage the development of mixed-use buildings with multi-storey housing and offices above shops.
29. End the expansion of large drive-in shopping malls that are not located on major rail or grade-separated public transport corridors, or else cannot practically be linked to such. Those (like Chadstone) that are already drawing customers from a wide geographical area should be transitioned into greater self-containment, by the construction of multi-storey apartment and office buildings within walking distance and a simultaneous reduction in parking and an increase in public transport service levels.
30. Re-develop major arterial roads within the existing metropolitan area and served by public transport as high-density mixed-use corridors (the Curitiba model).