Response to the
Senate Rural and Regional Affairs and
Transport Committee

Inquiry into Australia's Future Oil Supply and Alternative Transport Fuels

February 2006

Prepared by the

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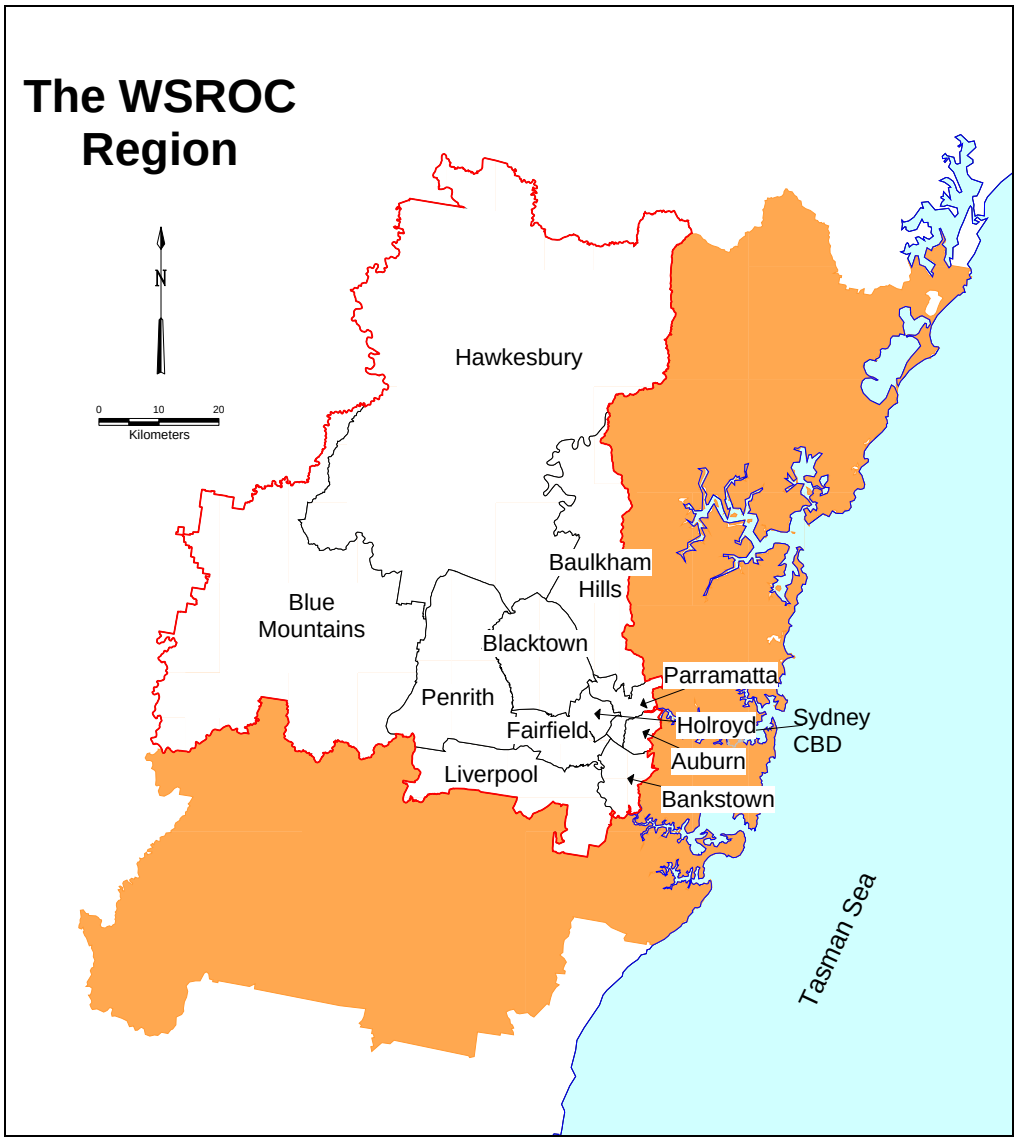

Auburn
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Response to the Inquiry into Australia's Future Oil Supply and Alternative Transport Fuels

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Response to the Inquiry into Australia's Future Oil Supply and Alternative Transport Fuels

1. INTRODUCTION

On 29 November 2005 the Senate Rural and Regional Affairs and Transport Committee announced an *Inquiry into Australia's Future Oil Supply and Alternative Transport Fuels* to report by 15 June 2006, with particular reference to:

- Projections of oil production and demand in Australia and globally and the implications for availability and pricing of transport fuels in Australia;
- Potential of new sources of oil and alternative transport fuels to meet a significant share of Australia's fuel demands, taking into account technological developments and environmental and economic costs;
- Flow-on economic and social impacts in Australia from continuing rises in the price of transport fuel and potential reductions in fuel supply; and
- Options for reducing Australia's transport fuel demands

The closing date for receipt of submissions is 24th February 2006.

This submission draws upon a number of research projects highlighting the issues associated with the growing mobility and decreasing accessibility of Greater Western Sydney (GWS) and considers the distributional effects that rising fuel costs will have on the region. These research projects have shown how 'liveability' is being endangered by threats to the environmental quality, social well-being and economic viability of the region.

It discusses the population growth proposed for the region over the next 20 years and highlight existing areas of socio-economic disadvantage. It looks at the way Federal and State Government transport policies are resulting in often unintended consequences from a regional perspective.

WSROC has been lobbying on regional transport issues for many years. Successive State and Federal governments have failed to adequately address the public transport needs of Western Sydney's growing population. Yet at this time no other area of investment has the same potential to benefit so many different aspects of urban living as public transport.

Finally this submission examines policy options and proposes recommendations to minimise energy consumption and the adverse environmental, economic, social and health impacts of motorised travel and the need to reduce the reliance on the motor car in the region.

2. BACKGROUND

Greater Western Sydney (comprising the WSROC region shown on the previous map and the Macarthur ROC regions) contains fourteen local government areas (LGAs) representing cities and Shires which account for over 42% of the Sydney metropolitan population and a large area of the metropolitan fringe. It is one of Australia's most important urban regions.

The population is about 1.8 million people or 1 in 11 Australians. In 2003 GWS accounted for 43.2% of the population of metropolitan Sydney and 27.1% of the population of NSW.

It is proposed (Department of Planning 2005) that Western Sydney accommodate over half of the population growth in NSW over the next 20 years – approximately 600,000 people. This compares to regions such as the Hunter and the Illawarra which will grow by an additional 100,000 people over this time.

Western Sydney is not homogeneous and in some of the larger local government areas census data averages hide pockets of severe socio-economic disadvantage (Randolph and Holloway, 2003, 2004). Many of the 'middle ring' suburbs in the region are now the locations of some of the most disadvantaged communities in Australia. These areas are extensive and include parts of Auburn, Bankstown, Parramatta, Fairfield, Blacktown, Penrith and Liverpool.

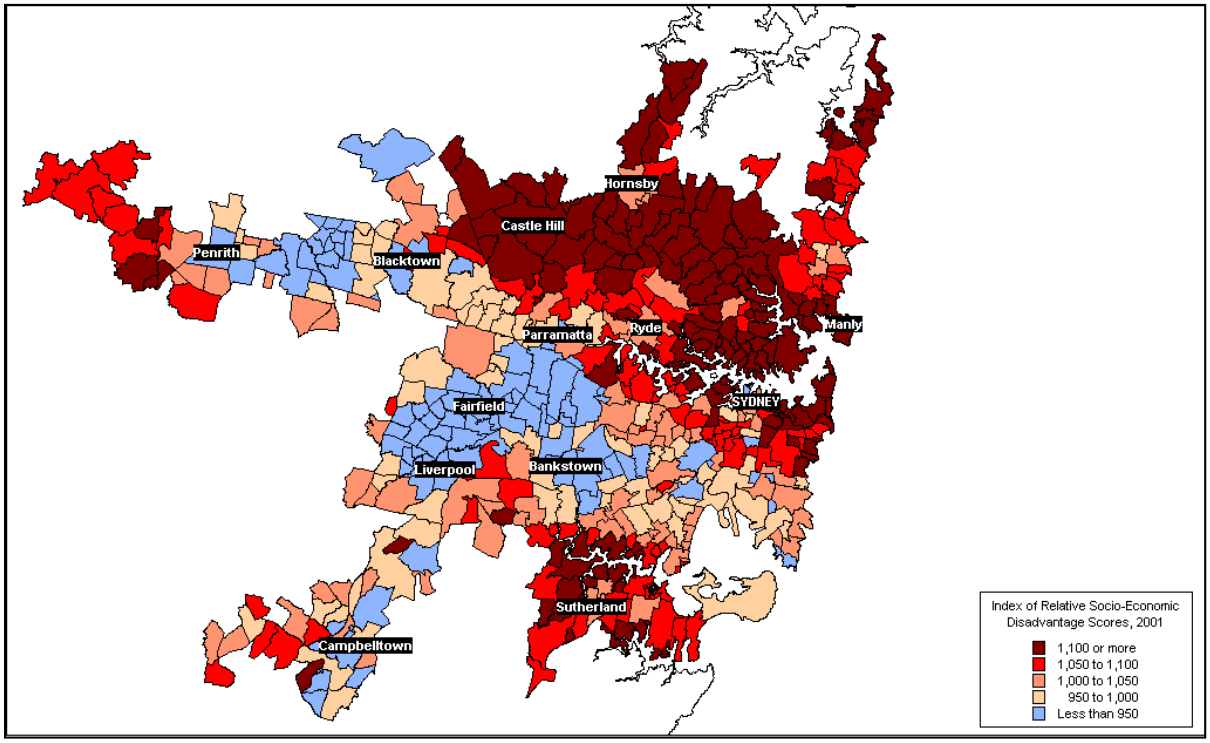

Figure 1 ABS Index of Relative Socio-Economic Disadvantage, Sydney Urban Suburbs 2001

Source: Urban Frontiers Program, University of Western Sydney

Many parts of the region are also experiencing continued growth pressures whilst still dealing with backlogs and continued under-investment in infrastructure provision, particularly in relation to public transport.

3. STRATEGIC CONTEXT

3.1 Rising Oil Prices

Over the last eighteen months many commentators have been noting the strong and rapid rise in the international price of oil. The ABS in 2005 reported the cost of 'automotive fuel' rose approximately 10% during the year to June 2005 and the monthly average cost for Sydney petrol rose 40% during the 21 months to September 2005. There are currently no indications that there will be a corresponding decline in fuel prices in the short term.

The NSW Greenhouse Plan (2005) has noted that in the last 30 years the total number of Australian cars has grown three times faster than the population. In the last decade in Sydney the average vehicle kilometres travelled (VKT) per vehicle has grown more than twice as fast as the population. It was also reported that there has been little improvement in the last decade in the average fuel efficiency of vehicles and the limited gains that have been achieved are being undermined by the increasing demand for more cars.

Although opinions vary, a number of analysts suggest that global oil production will peak within the next 20 years (Sprott and Solunac 2005). Others predict that 2005 may have been the peak year for global oil production, highlighting declining production coupled with increasing demand from China (with an increase of car sales of 15% in 2005) and India (where car sales increased by 20% in the same period).

Over the last decade some commentators have highlighted the potential adverse scenarios that the growing gap between peak oil demand and supply will have on cities that are dependent on roads and private vehicles for urban mobility (Newman 1991). They argue that the impacts will be much greater than simply increased fuel costs but could extend into every aspect of urban economic and social life.

Newman and Kenworthy (1999) have also pointed to the low density nature of Australian cities contributing to poor public transport services. Others such as Mees (2000) have argued that high quality, integrated services would increase public transport patronage. The *Metropolitan Strategy* (Department of Planning 2005) is proposing to develop substantial release areas as well as significantly increasing densities. WSROC has consistently argued that both urban expansion and increased densities must be coupled with the provision of high quality integrated services.

3.2 Transport Disadvantage in Western Sydney

Community consultations undertaken in the Western Sydney region for many years have pointed to poor accessibility and transport difficulties being experienced by residents. There is a need to increase the accessibility for all residents of the region to facilities, opportunities and services located both within and outside its boundaries. Upgrading of infrastructure is urgently required for commercial, private and public transport at an equitable cost to the established community and to ensure the adequate provision of services for new development.

The *Western Sydney Regional State of the Environment Report* (WSROC 2000 section 3.2.4) noted that '*Transport was recognised in the community workshops as a major pressure on social and environmental sustainability. Exhaust gasses add to pollution and increase global warming levels. Costs of transport are regarded as high in time and money."*

Many urban areas in Western Sydney are hampered by inadequate arterial road systems which result in traffic intrusion into existing residential areas, coupled with grossly deficient public transport provision. A "Catch 22" situation also exists whereby public transport has

not been *increased* as a result of high car ownership and car ownership has not *decreased* because public transport has not been improved.

3.3 Travel Patterns

Over many years urban release has been taking place on a massive scale in Western Sydney. The land was cheap due to poor accessibility and a lack of services and facilities. Low-income families moving into the area had no choice but to rely on the car as there were few public transport services and even basic facilities were either dispersed or available only in distant centres. The need for a second car (or a third) is now firmly entrenched in the minds of the population, with the result that high levels of car ownership are exacerbating income deprivation in many areas. To bring about any change will require a massive alteration to a lifestyle that has developed out of necessity.

In summary, Australian cities and in particular the fringes of these cities are highly car and oil dependent. In Western Sydney the private motor car is used for the vast majority of trips, 76% for work and 71% for all trip purposes. While Sydney's annual total vehicle VKT increased on average 2.3% each year from 1991 onwards, the patterns were geographically uneven – with a 23% increase in outer and south-west Sydney compared with a 10% decline in inner and eastern Sydney.

Of all trips made by people living in Greater Western Sydney in 2001, 90% were made to destinations within the region and two-thirds of these were within the same LGA. Work trips were also primarily to destinations within the region (70%). Regional commuting trips were largely made by private car.

Work trips in Greater Western Sydney varied, from 62% of trips being made by car in Auburn to over 80% in some of the outlying LGAs such as Camden (85%), Baulkham Hills (84%) and Hawkesbury (83%). There was a higher proportion of commuting by train than Sydney's average in some inner LGAs such as Holroyd and Parramatta and high train use in Blue Mountains and Campbelltown. However, Greater Western Sydney displayed significantly lower levels of commuting by bus (2%) than the average for the rest of the Sydney Statistical Division (SSD) (6%).

Travel times by public transport for non-work purposes varied across Greater Western Sydney LGAs, with times of up to 10 and 20 minutes greater than the Sydney average. Average travel times for commuting trips by both car and public transport for Greater Western Sydney residents were generally longer than for the rest of the Sydney SD. Car commuting trips in the morning peak are up to 17 minutes longer in many areas. Travel times by public transport for non-work purposes varied across the region with times of up to 10 and 20 minutes greater than the Sydney average (in areas such as Baulkham Hills, Blacktown, Campbelltown and Hawkesbury).

The high volume of traffic within the region, with a mix of private and public passenger, freight and commercial vehicle travel, places pressure on the sparse arterial road network. During the morning peak (7am to 9am), more than 1,800 vehicles per hour travel on many arterial roads throughout Greater Western Sydney. Many other roads also experience traffic volumes of 800 to 1,800 vehicles, even though they were not originally designed for such levels. The problem of high volumes on roads built for lower capacities is exacerbated by poor connectivity with other local roads and, prior to the opening of the Westlink M7, a lack of north-south regional links.

3.4 Poor Public Transport

Western Sydney has always suffered from poor access to public transport which has had a long history of operational and patronage problems. Sydney's public transport is split between State Rail, Sydney Transit which operates buses in the central and eastern suburbs and a number of loosely co-ordinated private operators throughout the western region.

The rail network in Western Sydney has not been significantly expanded since the 1930s when the region's population was less than a fifth of what it is today. The result is that urban expansion is pushing residential growth further and further away from the existing rail network, increasing dependence on private cars and buses. Yet there has been little integration between the rail and private bus networks; the use of local buses as feeders to the higher capacity rail systems has been underdeveloped and, in many instances is no longer relevant to people's transport needs. Travel between outer suburbs is very difficult and results in high car dependence for cross-suburban trips.

Western Sydney's economy and the welfare of the community stand to lose if new approaches to deal with Sydney's transport problems are not adopted**.** The State Government has initiated a number of transport reforms, including consolidation of private bus contract areas, harmonisation of private and public transport services, development of an integrated network of bus corridors and announcement of major new rail proposals, but these will require substantially increased funding and a high level of ongoing government commitment.

3.5 Long Distance Freight and Passenger Transport Issues

Greater Western Sydney is a major destination region for freight and a major source region for freight destined for both internal markets, for the rest of Sydney, for destinations around Australia and for export. There is currently a conflict between managing road-based freight transport and the increasing use of the private car.

WSROC is of the view that long distance country rail should be factored into freight improvement and that the importance of long distance passenger rail journeys should not be overlooked.

Also all Governments should be encouraged to follow the example of Victoria and reduce the demand for air travel for medium distances such as Sydney to Goulburn and Canberra etc. as a means of reducing car and air travel and thereby transport fuel demand.

3.6 Road Dominance

As Western Sydney's population had grown dramatically the provision of hospitals, universities, social services and public transport infrastructure to support the families pouring in has been inconsistent, with backlogs in many areas.

However, roads were provided much more consistently as the region's population increased. Over 120 kms of motorway have been constructed since the 1970s, much of it financed by the private sector and funded through tolls, while only 14 km of rail line has been provided. Although the construction of a motorway network was appropriate to support freight and commercial traffic, the failure to provide a complementary public transport network means that traffic on these motorways will reach capacity much more quickly and they will then play a much less effective role in supporting the regional economy.

3.7 Oil Vulnerability

The National Housing Strategy (1992, page 76) noted the issue of locational disadvantage as follows:

> *"People without private transport, especially where public transport is not readily available are likely to be disadvantaged. In particular older people, young people and members of a car-owning household who cannot use the car, are more likely to have problems and/or longer travel times to services and jobs".*

In 1997 Burnley argued:

> *"To the extent that people move to outer suburbia to obtain affordable housing, such pricing trends may be socially inequitable unless strong policies to relocate employment and to develop public transport are pursued in tandem".*

A recent research paper issued by the Urban Research Program, Griffith University entitled *Oil Vulnerability in the Australian City* (Jago Dodson and Neil Sipe) December 2005, has assessed the resilience or vulnerability of urban communities to increased fuel prices and how the socio-economic impacts will spread across different localities. Their research highlighted the fact that localities situated in the middle and outer suburbs of Western Sydney are most vulnerable to the socio-economic impact of oil price rises. The authors called for new policies emphasising the need for public transport services to address the impacts of oil price rises.

3.8 Community Stress

Western Sydney is often considered to be an area of affordable housing compared to the rest of Sydney. However, this does not mean that the housing is necessarily cheap for the people who live there.

Housing affordability is a key economic consideration and must be viewed in the context of reasonable housing costs in relation to the income of those living and seeking to move there. Hidden inequalities stemming from differences in the physical and social infrastructure provided also affect affordability. Poor public transport provision, limited employment opportunities and scarce community services and facilities are all factors that erode even further the 'real' affordability of housing in the older suburbs.

Over-reliance on cars has separated functions and established single interest precincts, changing social patterns and the way neighbourhoods and town centres operate. Active and engaging meeting places are lacking (WSROC, 2005). There is increasing evidence of 'community stress' (transport stress due to commuting times, costs and lack of public transport options coupled with housing stress). The risk of greater socio-economic polarization is increasing.

In 2001 it was estimated that 68,000 of the population of the GWS region were in housing stress (39,000 were in private rental accommodation and 29,000 mortgagees), homelessness was high and waiting times for Department of Housing accommodation long. (Randolph and Holloway, 2003).The older suburbs appeared to be less affordable than other parts of the region. While these areas had lower prices and rents than elsewhere, they also housed the bulk of Sydney's low income households. There was high pressure for private rental properties and high rent/income ratios may preclude the level of savings required to enable households to move on to home purchase.

An ABS Household Expenditure Survey, 2003-2004 highlighted that transport costs are the third largest items in household budgets after housing and food, consuming on average 14.8% of the proportion of household income in Sydney. In Western Sydney the high levels of car ownership, necessitated by poor public transport provision, coupled with the dispersion of employment opportunities and facilities and services could well contribute further to transport stress.

The region is not homogeneous. Parts of GWS have tended to house those citizens least able to exercise choice in terms of their jobs, homes and personal consumption. Some suburbs have certain economic, social and physical characteristics that may be called 'multiple deprivation'. While the characteristics are not necessarily interdependent or causally related, they tend to congregate in specific urban environments. The challenge, within this vibrant and diverse region, is to help local people achieve the full benefits of community life by assisting people overcome barriers such as low incomes, high unemployment, inadequate housing and negative media stereotyping.

The problems to be tackled are substantial, encompassing a whole range of social, environmental and economic factors. In addition to a lack of access to health and welfare services and facilities, a far greater effort is needed to travel to work, to shopping centres, to recreation and social facilities than is required in other parts of Sydney.

For many in Western Sydney there are now more opportunities and more choice. But this is not universally shared. The shift of provision of services from the public to the private sector is also exacerbating inequality.

3.9 Infrastructure Provision and Employment Development

The costs of mobility have a direct impact on the ability of households to earn an income. The problems will only escalate as Sydney's population is expected to increase by an average of almost 42,000 people per year until 2020.

Although there is greater recognition of transport issues and the projected level of growth in the Metropolitan Strategy, current funding strategies are likely to result in a "business as usual" approach to infrastructure provision. The State Government has committed to a major new northwest-southwest rail line and the provision of strategic bus corridors, but the allocation of funding so far appears insufficient to address years of under-investment, particularly in urban regions such as Greater Western Sydney. Meanwhile, the Federal Government has withdrawn completely from funding of urban public transport infrastructure.

The provision of economically efficient urban systems, where the time and energy required to move people and goods is minimised, contributes to the development of a more productive region. In contrast an urban form that produces congestion pressures, delays, capacity constraints, higher energy costs and other inefficiencies can substantially erode the economic advantages of undertaking business activities. European and American examples have shown that the land use changes associated with the development of rapid transit systems can increase economic capacity, while at the same time lessening the environmental impact in the transport sector.

Compared with the rest of Sydney, employment in information-based services, such as finance, insurance, property and business services is significantly underdeveloped in the region. By 2001, there were below average proportions of these jobs in 12 out of 13 LGAs in Greater Western Sydney. Sydney's fastest-growing employment is now occurring in the banking, finance and business service (BFBS) sectors but these remain very highly concentrated in Sydney's extended CBD and lower north shore (51% of BFBS jobs by 2001).

Only 17% of BFBS jobs are located in Greater Western Sydney (compared with its 51% of Sydney's total manufacturing employment). The region thus lags well behind inner parts of Sydney in one of the most dynamic components of the metropolitan labour market. Parramatta LGA contains the principal concentration of employment in BFBS sectors and still stands out as Sydney's second CBD. Baulkham Hills LGA hosts the only other significant locations of BFBS jobs in Greater Western Sydney. In addition, Auburn LGA has a significant concentration of specialist business services (including security), reflecting its role as an important metropolitan control centre for distribution.

While significant improvements have been achieved, unemployment remains a significant social problem in the region, but is more geographically concentrated than is often realised. In 2001 high unemployment rates in Greater Western Sydney remained a *highly localised* phenomenon, clustered in suburbs such as Auburn and Granville in the region's inner LGAs and in Cabramatta-Fairfield, Bonnyrigg, parts of Liverpool (Miller), some suburbs of Campbelltown and the western suburbs of Blacktown LGA..

Clearly, regional growth of employment opportunities alone does not address the problems of labour market access experienced by many residents in particular localities of the region.

What is required is an intra-regional public transport network of corridors and services to provide intra-regional access and movement. Establishment of this network would provide greater access to facilities and services in the region, reduce reliance on motor vehicles, increase use of public transport, improve air quality, reduce motor vehicle accidents, promote an efficient and balanced transport system and provide the backbone for concentration of employment and population growth.

3.10 Ageing of the Population

The debate about the impact of the ageing population has begun. Currently the spotlight has been on the economic impacts of a large retired workforce, the provision of health and social services to an older population and the spatial impacts of substantial immigration of retirees. Yet the policy implications of decreased mobility and increased social isolation, coupled with increased housing and transport stress, still need to be addressed by all spheres of government.

Mobility is especially critical to the well-being of an older population. Affordable, adequate transport options are essential for accessing community services, especially medical services, shopping and maintaining social linkages. But in parts of Western Sydney the current urban form and service provision is ensuring that the ageing population are completely car dependent and will be left stranded when they can no longer drive.

A number of local councils have established initiatives to respond to the particular needs of their communities. The Australian Local Government Association (ALGA 2005) has recently released a paper outlining the following six strategies for designing age-friendly built environments:

- Promote age-friendly environments
- Create safe and secure pedestrian environments
- Foster age-friendly community planning and design
- Improve mobility options for seniors
- Support recreation facilities, parks and trails
- Encourage housing choices.

Unless these measures are adopted, governments will face the economic consequences as older people are forced prematurely into aged care facilities as a result of their inability to access basic services because they have lost their licences or cannot afford to drive.

4. OPTIONS FOR REDUCING AUSTRALIA'S TRANSPORT FUEL DEMANDS

4.1 Fairfield Accessible City Strategy – a case study

Fairfield City Council provides an interesting example of a local response to reducing car and fuel dependence.

The Council has an ongoing major goal for the development of Fairfield as *"an accessible city, one which connects people, places and activities and has a wide choice of safe, affordable and convenient transport options".* It also has environmental goals, which implicitly aim to reduce the adverse impacts of greater mobility, as well as equity goals which seek to achieve a more even distribution of the benefits of accessibility amongst different social groups.

In 2001 the Council developed an *Accessible City Strategy* clarifying what the Council wanted to achieve in respect of accessibility and managing its effects. It set out the directions in the form of Vision Statements. These included:

- Increased opportunity for people to travel by public transport to major destinations, including employment and education locations and activity centres (at a price that is either consistent with the cost of service provision or within their financial means);
- Improved accessibility for people with special needs;
- Less social isolation;
- Reduced car dependency;
- Reduced car use;
- Reduced need to travel;
- Well managed accessibility resources; and
- A safe and efficient road network.

The *Accessible City Strategy* was not intended to be a 'land use/transport plan" in the conventional sense of showing what infrastructure improvements and changes to land use would be ideal. It recognised the need for infrastructure improvements and land use change, but addressed a large number of other factors that affected the ease and convenience of access in and around Fairfield. Among these were the legal, administrative and funding arrangements that affected the quality of public transport, information requirements, safety issues and the accessibility needs of special groups.

It was also concerned about reducing the need to travel and the adverse impacts of travel. Consideration was also given to the full range of means available to the Council to address access issues. As well as considering the allocation of resources towards infrastructure improvements, it was also concerned about other ways in which the Council itself might improve opportunities for accessibility and the environment for travel.

In addition the strategy addressed issues that were the responsibility of other levels of government or that were outside government control. It identified what Fairfield City Council could do in these arenas, regardless of where the primary responsibility lay. As a result, it was as much concerned with lobbying and education, as it was with expenditure.

The fundamental purpose was to go back to first principles – to identify what the Council and other stakeholders really wanted to achieve for their constituents and for the environment. The strategy did not assume that more accessibility is always better, but recognised that there are some deep-seated, long-standing reasons as to why the population of Fairfield

LGA found it difficult to get around. The problems were complex, requiring an interrelated set of solutions.

By developing an *Accessible City Strategy* the Council recognised that it was necessary to reduce the need to travel ***and*** reverse the trend for growing mobility in order to minimise energy consumption and the negative impacts of motorised travel. This was seen to be as important as reducing the reliance on the car in favour of more environmentally friendly transport modes.

5. CONCLUSION

A number of research projects have demonstrated that the socio-economic impacts of higher fuel prices are likely to be distributed unevenly across Australian cities and that it will be the most socially disadvantaged outer suburban locations where residents will be most vulnerable. It is essential that this uneven distribution of impacts is acknowledged as being a critical consideration of the future social and economic sustainability of our cities.

The increasing high cost of fuel points to the need to change the pattern and mix of existing lifestyles, not just because of the adverse environmental and economic impacts of an over-reliance on fossil fuels, but also because of the poverty and poor quality of life experienced by some individuals unavoidably trapped by this over-reliance. Policies should be adopted by all levels of government to ensure that new development is located in areas that are accessible by walking, cycling and public transport, thereby reducing reliance on the private car.

In summary, both Federal and State Governments need to provide substantially increased funding for public transport infrastructure and to reassess policies which encourage private vehicle use and discourage public transport use in order to reduce demand for transport fuels.

5.1 Recommendations

1. *All Governments should consider the economic, environmental and social impacts of current and future increases in the price of transport fuel and potential vulnerability in the fuel supply in developing strategies for future urban growth and management.*

2. *Specifically, assessment of the economic, environmental and social impacts of all new major urban developments should include consideration of strategies to reduce transport fuel demand, particularly for low income households.*

3. *Assessment of all new major urban road projects should include consideration of alternative transport and accessibility strategies As a general principle, all such proposals, and in particular new motorway proposals, should be accompanied by parallel public transport corridors such as the M2 busway in Sydney and the Northern Suburbs Railway in Perth.*

4. *All Governments should develop strategies for reducing Australia's transport fuel demands through the reduction of private car use and average total vehicle kilometres travelled (VKT) as well as through the introduction of more fuel-efficient vehicles. These should include setting transport policy targets covering all aspects of urban development including:*

    a. *equitable targets for evaluating different transport modes, taking into account all the costs and benefits, including environmental impacts; and*

    b. *measures to reduce the need to travel rather than continually focussing on minimising travel times.*

5. *Long distance country rail should be factored into freight improvement and the importance of long distance passenger rail journeys should not be overlooked. Also all Governments should be encouraged to follow the example of Victoria and reduce the demand for air travel for medium distances such as Sydney to Goulburn and Canberra etc. as a means of reducing car and air travel and thereby transport fuel demand.*

6. *The Federal and State Governments should substantially increase funding for new urban public transport infrastructure and to upgrading existing services, particularly in outer suburban areas such as Western Sydney. This should include:*

c. *an effective inter-modal transport system, with an integrated transport policy that gives priority to public transport and cycling, park and ride facilities, appropriate parking restrictions in city centres and travel tickets that are valid throughout the region on all forms of public transport;*

d. *park and ride schemes that are effectively designed, linked to pedestrian routes and cycleways, have a price advantage, are secure and are well connected to the public transport network;*

e. *policies and measures to ensure a transfer from private to public transport. Investment in public transport will not solve problems unless combined with action to give public transport priority over private cars;*

f. *provision of high-frequency user-friendly public transport services with an integrated fare structure; and*

g. *car sharing, wider use of community buses and taxis and flexible bus routes.*

7. *All Governments should ensure that local area traffic management (LATM) schemes are accompanied with measures to enable alternative access for the car and heavy goods vehicles (HGVs).*

8. *Federal and State Governments should review road pricing measures to ensure that they do not contribute to low-density developments and urban sprawl. Pricing measures should encourage public transport and the use of smaller, hybrid and other fuel-efficient private vehicles, as well as those that use alternative fuels such as compressed natural gas.*

9. *The Federal Government should provide a tax rebate for the purchase of periodical or "bulk" public transport tickets for journeys to work and the State Government should encourage the purchase of these tickets by ensuring that they offer at least a 25% discount on comparable single-journey tickets.*

10. *The Federal Government should review the implications of the Fringe Benefits Tax for the nation's transport fuel demands and should at the very least remove the anomaly that encourages companies and individuals to drive over 25,000 km per year.*

11. *All Governments should adopt fleet purchasing policies that encourage the use of smaller, hybrid and other fuel-efficient vehicles as well as those that use alternative fuels such as compressed natural gas.*

12. *All Governments should:*

    a. *expand 'travelsmart' programs that reduce dependence on private vehicle use and transport fuel demands;*

    b. *encourage healthier approaches to transport in local areas that do not involve use of transport fuels, for example strategies to ensure that walking and cycling are safe, convenient and pleasant;*

    c. *consider the implications of the ageing population, particularly in outer suburban areas with limited access to public transport; and*

    d. *plan, design and manage public transport systems from the point of view of the user and not just the provider.*

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