INVESTING IN SUSTAINABLE TRANSPORT: OUR CLEAN, GREEN TRANSPORT FUTURE
Investing in sustainable transport:
Our clean, green transport future

This report is a collaboration led by the Australian Conservation Foundation and supported by the Rapid, Active and Affordable Transport Alliance (RAATA).

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Executive summary

Problem
If more motorways are the answer, we have been asking the wrong question. Our car dependent cities create more congestion, result in poor health, kill more people and create avoidable pollution. Despite costly investment in motorways, travel times are increasing and a real need exists to reduce our oil dependency. We currently import about half of our oil and this will rise to 70 per cent within six years. The expected doubling in demand for private motorised transport in the next decade and forecast global decline of oil supplies will result in increasingly urgent problems. Building more roads is not the answer.

Vision
Our cities could be transformed into clean, efficient, more liveable places with fast, reliable and convenient public transport and healthier people.

Recommendations
We need to invest in better public and active transport infrastructure and ensure our urban centres and suburbs are redesigned to support Transit Oriented Development – compact communities, with a concentration of jobs and services easily reached by walking and cycling, integrated with high quality public transport links.

The Rapid, Active and Affordable Transport Alliance (RAATA) recommends that Australia rebalances the transport budget allocating two thirds of the money to public transport and one third to roads. This is not an ambitious target; given the urgency and size of the task, it will take this level of change to move Australia towards a more sustainable future.

Within the next three years - we can upgrade and innovate
- Increase dedicated bus lanes on multi-lane roads and invest in bus rapid transit systems;
- Introduce low cost measures to increase patronage on existing public transport including improving and extending existing network capacity;
- Make cycling part of the system – provide safe, dedicated cycle paths and separated on-road bicycle lanes; ensure there is cycle parking at both ends of a trip including end-of-trip facilities at major destinations where riders can store their bikes and shower on their way to work; and cycle park’n’ride at train stations;
- Integrate well planned feeder services with the rail network – including coordinated bus and tram/light rail routes and timetables, as well as bicycle routes servicing train stations and mini-bus services; and
- Introduce bike hire systems in our major cities to encourage sustainable, healthy transport solutions for short trips.

Within the next 10 years - we need to start investing now to achieve better cities
- Extend rail systems – help make rail an option for rapidly developing parts of Australian cities that currently do not have easy access to the rail network;
- Fund high quality public transport links for high visitation venues such as sporting facilities and universities;
- Provide funding to local government to develop plans for sustainable transport and Transit Oriented Development and to invest in walking and cycling infrastructure; and
- Create walkable streets - ensure urban environments are designed and consolidated to provide street networks with direct, safe and convenient pedestrian access to local destinations, including public transport.

Facts
1. Road congestion costs the Australian economy more than $21 billion per year.
2. Road vehicle crashes cost us more than $18 billion every year, kill over 1,600 Australians and seriously injure 30,000 more.
3. Road building is the most expensive option per passenger kilometre travelled. Dual carriageways cost about 1½ to 6 times more than two track railways per passenger kilometre travelled.
4. Commonwealth Government spending on roads has been 12 times more than on rail. From 2004 - 2009 Auslink allocated $14 billion to roads but only $1.2 billion to rail – over a tenfold difference in spending allocations.
5. Physical inactivity costs over $10 billion per year in direct health costs.
6. The fringe benefits tax concession for private use of company cars will cost the government $1.18 billion in 2008-09 and is effectively a subsidy that encourages driving.
7. Reduced car ownership would result in wealthier families through lower transport costs.
8. Building more roads induces traffic growth and results in more carbon, air, water and noise pollution.
9. Australian bike ownership is among the highest in the world, but usage remains very low by international standards due to inadequate infrastructure.
10. Urban sprawl increases the demand for travel. There needs to be a redesign of our urban centres using Transit Oriented Development to reduce travel demand.
11. Roads and parking account for one third of urban land use.
12. Petrol costs will rise and it is the disadvantaged who will pay the most. They often live in areas distant from jobs and services which are poorly serviced by public transport and rely more on increasingly expensive private motorised transport than wealthier people living closer to town centres.
13. Greenhouse gas emissions from road freight haulage are projected to grow by more than 27 per cent in the next 10 years.
Our transport challenges

Australia is at a critical crossroad: we face significant transport and social equity challenges due to rising levels of carbon pollution and depleting oil supplies. This urgently requires the creation of a sustainable transport system in which public and active transport - walking and cycling - become real options for all Australians.

The Australian Government must prioritise a major investment in public and active transport, to ensure our urban centres and suburbs are redesigned to support Transit Oriented Development – compact, walkable communities centred on high quality train and other public transport systems.

There is a strong economic, social and environmental case for national investment in sustainable transport options. Reducing the carbon pollution of the car fleet through reduced fuel consumption and smaller cars will help slow such pollution. However, the expected doubling in demand for private motorised transport in the next decade will result in increasing problems for which building more roads is not the panacea.

There are obvious benefits which arise from investment in better public and active transport options:
- reduced congestion;
- reduced traffic accidents and fatalities;
- reduced health problems which arise from increasing inactivity;
- less land lost to roads and parking which reduces loss of agricultural lands close to urban centres and saves habitat for our native flora and fauna;
- fewer resources used in providing road infrastructure;
- less social isolation for people trapped in remote suburbs with poor public transport links;
- rebuilding the loss of community that comes with excessive car use;
- reducing our high levels of oil vulnerability; and
- increasing clean, green transport jobs.

RAATA has come together to demonstrate that it is in Australia’s national interest to create a sustainable transport system that offers Australians real choice to leave the car at home, to reduce their carbon pollution and petrol costs and to boost the liveability of their community. There is no single answer – a mix of options will be needed. We have identified strategic level changes rather than specific transport projects; these are best determined by individual geographic and demographic contexts.

Given the urgency of the challenges ahead, some of the solutions recommended here can be planned and executed rapidly. We must immediately invest in short term solutions such as ‘bus rapid transit’ and more ‘active’ transport measures such as cycling and walking. Numerous plans to extend rail systems already exist and await funding. Urgent implementation is required, given their significant lead times and the fact that public transport demand has already begun to outstrip supply in many Australian capitals.

RAATA recommends that Australia rebalances the transport budget allocating two thirds of the money to public transport and one third to roads. This is not an ambitious target: given the urgency and size of the task, it will take this level of change to move Australia towards a more sustainable future.

This investment could enable the achievement of reasonable national public and active transport targets. These targets include:
- To double the number of trips taken on public transport in all major cities in the next decade;
- To triple the number of cycle trips made within ten years; and
- To quadruple the number of walking trips made within ten years.

Table One: Impacts of car dependency

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The economic, social and environmental arguments to support investment in public and active transport are strong:

1. Road congestion costs the Australian economy billions each year

Road congestion costs in 2006 were estimated at $21 billion. The Bureau of Infrastructure, Transport and Regional Economics (BITRE) estimated the cost of congestion in Australia was $12.8 billion in 1996 and projected that these costs would rise to $29.7 billion by 2015.

Better public and active transport options will limit growth in both road traffic and congestion. This will in turn provide substantial economic, social and environmental benefits to Australia.
2. Road vehicle crashes cost Australians more than $18 billion per year

Road vehicle accidents are crippling Australia. In 2007, road crashes conservatively cost over $18 billion\(^7\) and there were over 1,600 road fatalities\(^6\), 18,000 seriously injured in car accidents and over 12,000 in serious motor cycle accidents.\(^8\)

These accidents are not only a direct cost to the economy but of immeasurable cost to the health, well being and productivity of individuals and their families.

3. Road building is the most expensive option per passenger kilometre travelled

Road building costs can range from $3,860 - 13,250 per passenger kilometre travelled for 4-lane dual carriageways whereas two track railways cost about $847 per passenger kilometre travelled; neither includes land costs.\(^7\)

Brisbane’s South East Busway carries more people than seven lanes of vehicle traffic.\(^7\) There has been a 45 per cent increase in patronage on major services through increased travel opportunities, reduced travel times in peak periods and safe, comfortable and secure stations.

An excellent model of rapid bus transit systems\(^9\) operates successfully in Curitiba, Brazil and has been adopted by many cities including those in the U.S.

Good public transport is an investment in the future − strong rail cities are wealthier than weak rail cities. Strong rail cities have lower congestion costs, lower per capita traffic fatalities, consumer transport expenditures, public transport operating costs and higher public transport service recovery.\(^10\) Public transport-based cities spend around 5-9 per cent of their wealth on transport services, but in heavily car based cities this is 12-15 per cent due to the inherent efficiency of public transport.\(^11\)

Investing in public transport is a better use of money and provides a more economically efficient service than roads.

4. Commonwealth Government spending on roads has been 12 times more than on rail.

The current Commonwealth Government has recommitted substantial funds to a long established pattern of road building at the expense of rail. In the years 2004-9 the Commonwealth’s land transport fund, Auslink, allocated an estimated $14 billion to road projects and $1.2 billion on rail projects − a spending ratio of 12:1 for road versus rail.\(^12\)

An Age/ Nielsen poll in November 2008 found that 61 per cent of people are dissatisfied with the Victorian Government on public transport and only 27 per cent are satisfied. The poll also found that 68 per cent of Melburnians wanted the Government to give public transport priority over roads, with only 19 per cent naming roads as the priority.

Redressing the imbalance in Federal funding of road, rail and public transport infrastructure would catalyse the creation of more sustainable and connected communities.

5. The health of the nation is declining and costing us dearly

Physical inactivity is estimated to cost the Australian community around $10 billion per year in direct health care costs.\(^13\) Thirty three per cent of car journeys taken in Australian cities are less than three kilometres.\(^14\) Encouraging active transport for short journeys is an evidenced based, cost-effective method of making substantial cuts to the obesity and diabetes epidemics.\(^15\)

In 2005, air pollution from cars alone resulted in health costs of some $2 billion.\(^16\) If public transport patronage increased by 45 per cent, there would be a 28 per cent decrease in photochemical smog.\(^17\)

People who live in sprawling suburbs are more likely to drive their cars and have higher body mass indexes. The likelihood that people are overweight, obese, undertake inadequate exercise and spend no time walking is statistically significant for people living in areas of urban sprawl. Transit Oriented Developments - urban areas which have identified centres, greater mixed use, less sprawl and streets with greater connectivity - are more likely to promote walking and physical activity.\(^18\)

A focus on improving sustainable transport options, including public and active transport, would provide health benefits due to greater levels of activity and reductions in noise,\(^19\) air pollution and physical injury.

It makes economic sense to spend money on public transport, cycling and walking infrastructure, to avoid the costs of air pollution, vehicle crashes and sedentary lifestyle problems such as obesity.

6. The fringe benefits tax concession for private use of company cars will cost the government $1.18 billion in 2008-09 in subsidies

The Fringe Benefits Tax (FBT) encourages excessive car use, with subsequent increases in carbon pollution, loss of government revenue and congestion.

There are two distinct sources of inefficiencies in the current statutory formula method:
1. Its general concessionary nature which favours motor vehicles over other forms of transport; and
2. The distorting incentive to drive more than would otherwise be the case.

The perverse impact is illustrated by the fact that although company and government cars comprise 16.5 per cent of all car sales in Australia, they account for 40 per cent of peak hour traffic.

Subsidies such as these are in direct conflict with our need to reduce carbon pollution. The tax and transport system needs to better align with social, environmental and economic policy objectives, including approaches that proactively encourage sustainable transport choice.

7. Reducing car ownership would result in wealthier families

According to Warman (2001) “by eliminating one car from a typical household over a working life, $750,000 in extra superannuation could be accrued”.\(^20\)

Investing in better public and active transport options better enables families to provide for their retirement.
8. More roads equals more pollution

Building more roads results in a phenomenon called “induced traffic growth”, where more roads initially reduces congestion but soon encourages more cars onto the roads. As a result, congestion and air pollution will get worse.21

Transport is Australia’s third largest source of carbon pollution providing 14 per cent of total emissions. It is the fastest growing sector and accounts for about 34 per cent of household greenhouse gas emissions.22 Road transport (cars, trucks, light commercial, buses) accounts for about 90 per cent of total transport emissions.

Emissions from road transport were 30 per cent higher in 2007 than in 1990 and even with the implementation of abatement measures these emissions are projected to be 67 per cent higher in 2020 than 1990 levels.23 This direction is manifestly inconsistent with the scale of carbon pollution reductions required.

Public transport uses fewer resources for infrastructure, vehicles and fuel than cars. Even when coal provides the electricity, trains emit half the carbon pollution of cars per passenger kilometre.24 Yarra Trams in Melbourne has powered trams with wind energy showcasing an example of environmentally friendly public transport. 25

Reducing road traffic will improve water quality too – one third of water pollution in one of Australia’s most polluted rivers in an industrial area is due to road run-off alone.26

9. Australian bike ownership is among the highest in the world, but usage remains very low by international standards27

The high rate of bicycle ownership in Australia represents a very strong underlying desire to cycle. The supply of bicycle-friendly infrastructure has failed to meet this demand and this explains the low rate of bicycle usage as a mode of transport. To increase bicycle usage rates it is essential to provide a road environment that supports cycling and that cycle use is integrated with public transport systems. It is important to improve cycling infrastructure with safer, dedicated bike lanes separated from other traffic that are considered safe for children. Secure storage at both ends of a journey is also needed. Cycle centres (end-of-trip facilities) provide safe bicycle parking, as well as change rooms, showers, lockers and services required by cyclists, such as repair workshops. Brisbane is the first city to establish a cycle centre and demand is booming. Ten bicycles can park in the space of one car and converting some public car spaces to cycle parking with adequate lighting and security will encourage more people to leave the car at home.

Bike hire systems can provide low cost, pollution free access around town. The Vélib system in Paris has 20,000 bikes at 1450 locations with 370 kilometres of bike lanes, offering the first half hour of use at no cost. Melbourne is currently implementing and Brisbane is planning such a system; it is appropriate for all major cities in Australia.

The recent commitment by the Commonwealth Government to spend $40 million on upgrading cycling facilities is commendable but much more can and should be done.

10. Urban sprawl increases the demand for travel

Residents of inner suburban Sydney use a car for less than half their trips but, in outer Sydney, a car is needed for almost 80 per cent of trips. Each trip in the outer suburbs is more than twice as far as inner suburban trips. People in outer suburbs are becoming more car dependent with daily vehicle kilometres travelled (VKTs) increasing by almost 23 per cent over a decade to 2001 while those in inner suburbs declined by 10 per cent.28

Transit Oriented Development aims to integrate sustainable transport and land use planning. It makes compact and walkable communities which are centred around high quality public transport systems. An additional benefit is the increased sense of community which can diminish in car dependent suburbs.29 In ‘greenfield’ developments, roads need to have greater connectivity to reduce walking and cycling distances rather than building circuitous roads with frequent dead ends that necessitate car use.

Planning must ensure that cities do not become dysfunctional as their total width sprawls beyond one hour in travel time.30 Limits must be set on city boundaries to ensure that agricultural land is retained for growing food, with the additional benefit of reducing unnecessary food transport costs. It will also help retain native habitat for our unique flora and fauna.

11. Roads and parking account for one third of urban land use31

A suburban train effectively keeps the equivalent of 800 cars stretching five kilometres off the road. A train line that can transport 20,000 people per hour uses 2.5 hectares of land per kilometre whereas a freeway transporting up to 5000 people per hour uses 10 hectares of land per kilometre.32 To transport the equivalent number of people in cars, we would need four freeways with 40 hectares used per kilometre.

This land can be better used to provide us with food and the associated ecosystem services that support us, as well as habitat for wildlife.

12. Petrol costs will rise and it is the disadvantaged who will pay the most

Despite fluctuating oil prices, the global trend for this commodity is up.34 The International Energy Agency recently stated unequivocally that “while market imbalances will feed volatility, the era of cheap oil is over”.35 Peak oil36 is when the rate of global oil production reaches its maximum and starts its inevitable decline, probably by 2012. Geoscience Australia has estimated that we will be importing 70 per cent of our oil needs by 2015.37 It is not assured that there will be enough oil in the future available on world markets to import all our needs based on current transport trends.

Public transport infrastructure is lacking in the rapidly developing outer urban areas of most of Australia’s large cities. Vulnerability to oil prices is on the increase38 – more people are struggling to make ends meet and, as oil prices inexorably rise,39 there is an increasing risk of social exclusion. Inadequate public transport forces car dependency and any savings gained through cheaper housing are lost in travel costs for pursuing employment, education and services.40
The burden of rising transport and fuel costs is shared unevenly between Australian households. Higher fuel prices have the greatest impact on people with modest or below average incomes. In 2003-4, the average Australian household spent 16 per cent of their weekly goods and services budget on transport. Almost a quarter of this transport spend was on motor vehicle fuel.41

As the effects of peak oil deepen, fuel prices will continue to rise and the percentage of the weekly budget spent on fuel will increase. The impacts will also be felt in rising food prices and the cost of any commodity which is transported by road.

13. Greenhouse emissions from road freight haulage are expected to grow by more than 27 per cent in the next 10 years

National freight transport emissions grew by 30 per cent in the 15 years 1990-2005 and are expected to grow by 27 per cent in the decade 2010-2020.42 The Bureau of Transport and Regional Economics predicted the total freight capacity will increase by 118 per cent from 2000-2020, a yearly increase of about 4 per cent. There must be increased investment in rail freight capacity to reduce carbon pollution, relieve congestion and avoid the costs of building unnecessary roads.

Rail uses two-thirds less fuel than road per tonne of goods carried and has more than three times the environmental efficiency of road haulage.43

Between 2010 and 2020 forecasts are for an eight per cent increase in greenhouse gas emissions from passenger cars but an astonishing increase of 27 per cent for commercial vehicles.44 Commercial vehicle use is expanding rapidly, increasing carbon pollution and congestion costs.

Some 27 per cent of Australia’s containerised imports arrive at Port Botany each year and 90 per cent of these end up in western Sydney. Road transport accounts for 86 per cent of Sydney’s freight task and this is increasing.45 Rail freight capacity must be increased faster than increases in the total freight capacity to alleviate road congestion, reduce land and resource use wasted by additional roads and reduce air and water pollution. Melbourne has similar issues but with the added burden that the container port has become a de facto truck park due to inefficiencies of service.46

RAATA presents this evidence to challenge the current preference for the majority of Commonwealth transport funding allocation to roads as a poor economic, environmental and social choice for households and society. A better balance can and must be struck with far greater investment in public and active transport options.

RECOMMENDATIONS

RAATA recommends an urgent and overdue rebalancing of the transport budget: two thirds to be spent on public and active transport measures and one third to be spent on roads.

This investment could enable the achievement of reasonable national public and active transport targets. These targets include:

- To double the number of trips taken on public transport in all major cities in the next decade;
- To triple the number of cycle trips made within ten years; and
- To quadruple the number of walking trips made within ten years.

Strategies include:

**Within the next three years - we can upgrade and innovate**

- Increase dedicated bus lanes on multi-lane roads and invest in bus rapid transit systems;
- Introduce low cost measures to increase patronage on existing public transport including improving and extending existing network capacity;
- Make cycling part of the system –provide safe, dedicated cycle paths and separated on-road bicycle lanes; ensure there is cycle parking at both ends of a trip including end-of-trip facilities at major destinations where riders can store their bikes and shower on their way to work; and cycle park’n’ride at train stations;
- Integrate well planned feeder services with the rail network – including coordinated bus and tram/light rail routes and timetables, as well as bicycle routes servicing train stations and mini-bus services; and
- Introduce bike hire systems in our major cities to encourage sustainable, healthy transport solutions for short trips.

**Within the next 10 years - we need to start investing now to achieve better cities**

- Extend rail systems – help make rail an option for rapidly developing parts of Australian cities that currently do not have easy access to the rail network;
- Fund high quality public transport links for high visitation venues such as sporting facilities and universities. The University of New South Wales has 46,000 students and staff, equivalent to a small town;
- Provide funding to local government to develop plans for sustainable transport and Transit Oriented Development and invest in walking and cycling infrastructure; and
- Create walkable streets - ensure urban environments are designed and consolidated to provide street networks with direct, safe and convenient pedestrian access to local destinations, including public transport.
REFERENCES


2 Bus Industry Confederation (2007) Moving People a National Priority available at www.cbuas.asn.au. The Bureau of Transport and Regional Economics (BTRE) estimated the cost of congestion in Australia was $12.8 billion in 1999 and projected that these costs would rise to $29.7 billion by 2015.


7 The 6.6 km Alstonville, NSW bypass will cost $102 m; the 12.4km Ballina, NSW bypass will cost $660m and each could carry 4000 people per hour, the 72km Mandarala, WA new line cost $1.22 billion and could carry 20,000 passengers per hour. See http://www.austrade.gov.au/projects/ProjectSearch.aspx

8 Brisbane City Council draft Transport Plan 2006-2026

9 See Bus Rapid Transport at www.cbuas.asn.au


19 OECD (2000) Environmental Transport: futures, strategies and best practice Synthesis Report from International OECD es Conference, Vienna p 26: road transport noise is the major source of external acoustic noise in urban areas. It affects people’s well being at lower levels, and at higher levels is detrimental to health.


28 Also, in Melbourne in 1997-99, 1.2% of all trips were made by bike and every second household owning at least one bike see VicRoads (2004) Cycling in Melbourne: Bicycle ownership, use and demographics 1997-1999 at http://www.vicroads.vict.gov.au/NR/rdonlyres/D2C48E64-196C-4A89-891D-A4537F658B/1/CyclingMelbR2.pdf


33 Australian Railway Association Inc (2000)

34 Australasian Railway Association Inc (2000)


38 Geoscience Australia (2009) Oil and Gas Reserves of Australia 2015


40 Geoscience Australia (2009) Oil and Gas Resources of Australia 2015. Self sufficiency for oil in 2007 was 54 per cent (www.aspoaustralia.org.au) and it is estimated we will be importing 70 per cent of our oil needs by 2035.

41 Currie G & Senbergs Z (2007) Exploring forced car ownership in metropolitan Melbourne, Institute of Transport Studies, Monash University, Melbourne

42 ABARE (2008) Energy in Australia p71


44 ABARE (2008) Energy in Australia p71


51 NSW Metropolitan Transport Strategy p 162-1

Investing In Sustainable Transport: Our Clean, Green Transport Future

Bicycle NSW
www.bicyclensw.org.au
The Australian Conservation Foundation
www.acfonline.org.au
The Australian Conservation Foundation is committed to inspiring people to achieve a healthy environment for all Australians. For over 40 years we have been a strong voice for the environment, promoting solutions through research, consultation, education and partnerships. ACF is Australia’s leading national not-for-profit environment organisation and we are funded almost entirely by our 40,000 individual members and supporters. Since 1966, ACF has focussed on the most important and urgent environmental problems. We have played a key role in increasing protection for some of Australia’s most outstanding and iconic natural assets including the Franklin River, Kakadu National Park, the Daintree Rainforest and Great Barrier Reef. Today ACF engages with a broad spectrum of Australian society working with the communities, business and government to build awareness of our great environmental challenges and to protect, restore and sustain our environment.

ACTU (Australian Council of Trade Unions)
www.actu.asn.au
The Australian Council of Trade Unions is the peak body of unions, representing 2 million Australian workers and their families. The ACTU and its affiliate unions are actively engaging with industry, business, academia, environmental bodies, and community representative organisations and governments nationally and internationally to accelerate real, workable and equitable approaches to climate change.

ASPO (Australian Association for the Study of Peak Oil and Gas)
www.aspo-australia.org.au
Formed in 2005 as part of the international ASPO movement, the Australian Association for the Study of Peak Oil & Gas is a volunteer-based network of professionals working to raise awareness of oil depletion and to reduce Australia’s oil vulnerability. We have groups in most capital cities and a wide range of working groups covering many different topics and sectors. Oil vulnerability assessment and risk management are of particular interest.

Bicycle NSW
www.bicyclensw.org.au
Bicycle NSW is a member based association established in 1976 and in 2004 the Federal Government accepted the Bicycle NSW Environmental Trust onto the Register of Environmental Organizations. With a purpose of “More People Cycling More Often” Bicycle NSW works collaboratively with all levels of government, industry and the community (through over 50 affiliated local community-based Bicycle User Groups around NSW and some 500 committed volunteers) to deliver broad-based community participation cycling events and programs.

Bus Industry Confederation
www.ozebus.com.au
The Bus Industry Confederation represents Australian bus and coach operators, manufacturers and suppliers to the Industry. The BIC promotes direct involvement by the Commonwealth Government in public transport and working with State governments to deliver a world class public transport system. The BIC sees the development of a National Moving People Strategy by the Federal government as a key to addressing issue of national interest such as the cost and problems associated with urban congestion, climate change, depleting oil reserves, social exclusion and isolation and an ageing population.

City of Sydney
www.cityofsydney.nsw.gov.au
The City of Sydney is proud of its position as an environmental leader. Our area supports over 170,000 residents, 370,000 workers, and millions of visitors. Our residents, businesses and visitors have told us they want a City that is Green, Global and Connected - where people can walk and cycle, or use world-class public transport. To deliver this vision, the City is building a comprehensive network of cycle ways, investing in green buildings and power networks, and working alongside the NSW State Government to revitalise central Sydney.

Conservation Council of South Australia Inc (CCSA)
www.ccsa.asn.au
Conservation Council of South Australia Inc (CCSA) is the peak conservation body for South Australia, representing over 55 of the State’s environment and conservation organisations. CCSA is an independent non-profit, non-party-political, community-based organisation which provides resources, advice and representation for the SA environment movement, and which leads many of the key conservation campaigns in SA. CCSA is committed to a healthy environment for South Australia.

Conservation Council of Western Australia
http://conservationwa.asn.au
CCWA is Western Australia’s peak non-government environment organization representing over 95 community based conservation, environment and sustainability groups throughout the state. We are dedicated to solutions-based partnerships with diverse organisations and our mission is to champion the sustainable transformation of Western Australian communities through passionate and fearless environmental advocacy.

Diabetes Australia
www.diabetesaustralia.com.au
Diabetes Australia represents a federation of 12 consumer, health professional and research organisations. Diabetes Australia is a not-for-profit organisation that relies on support from the community and the Australian Government. As Australia’s national peak body for diabetes, Diabetes Australia lobbies and advocates, provides support to people with diabetes, forges national partnerships, raises awareness of diabetes, supports research into a cure for diabetes and provides information resources online.

RAATA: Rapid, Active and Affordable Transport Alliance

ACF (Australian Conservation Foundation)
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City of Sydney
www.cityofsydney.nsw.gov.au
The City of Sydney is proud of its position as an environmental leader. Our area supports over 170,000 residents, 370,000 workers, and millions of visitors. Our residents, businesses and visitors have told us they want a City that is Green, Global and Connected - where people can walk and cycle, or use world-class public transport. To deliver this vision, the City is building a comprehensive network of cycle ways, investing in green buildings and power networks, and working alongside the NSW State Government to revitalise central Sydney.

Conservation Council of South Australia Inc (CCSA)
www.ccsa.asn.au
Conservation Council of South Australia Inc (CCSA) is the peak conservation body for South Australia, representing over 55 of the State’s environment and conservation organisations. CCSA is an independent non-profit, non-party-political, community-based organisation which provides resources, advice and representation for the SA environment movement, and which leads many of the key conservation campaigns in SA. CCSA is committed to a healthy environment for South Australia.

Conservation Council of Western Australia
http://conservationwa.asn.au
CCWA is Western Australia’s peak non-government environment organization representing over 95 community based conservation, environment and sustainability groups throughout the state. We are dedicated to solutions-based partnerships with diverse organisations and our mission is to champion the sustainable transformation of Western Australian communities through passionate and fearless environmental advocacy.

Diabetes Australia
www.diabetesaustralia.com.au
Diabetes Australia represents a federation of 12 consumer, health professional and research organisations. Diabetes Australia is a not-for-profit organisation that relies on support from the community and the Australian Government. As Australia’s national peak body for diabetes, Diabetes Australia lobbies and advocates, provides support to people with diabetes, forges national partnerships, raises awareness of diabetes, supports research into a cure for diabetes and provides information resources online.
Investing In Sustainable Transport: Our Clean, Green Transport Future

Environment Victoria
www.envict.org.au
Environment Victoria is the peak non-profit environment group in Victoria. We give a voice to the growing environmental challenges we face and champion the solutions that will pave a way to the future. Together with hundreds of community groups and thousands of individuals, Environment Victoria has been providing the community voice on the environment for 40 years.

GetUp
www.getup.org.au
GetUp is an independent advocacy organisation giving everyday Australians opportunities to get involved and hold politicians accountable on important issues. With over 330,000 Australians joining together to take action, GetUp has more members than the political parties of Australia combined. Whether it is sending an email to a member of parliament, engaging with the media, attending an event or helping to get a television ad on the air, GetUp members take targeted, coordinated and strategic action.

National Heart Foundation
www.heartfoundation.org.au
The Heart Foundation is a charity and the leading organisation in the fight against cardiovascular disease.

Nature Conservation Council of NSW
www.nccnsw.org.au
The Nature Conservation Council of NSW is the state’s peak environment group representing more than 120 community environment groups.

Public Transport Users Association
www.ptua.org.au
Founded in 1976, the Public Transport Users Association is the recognised consumer organisation representing passengers of all forms of public transport. We are a non-profit, voluntary organisation, with no political affiliations.

Queensland Conservation Council
www.qccqld.org.au
Queensland Conservation (QCC) is the peak environment organisation in Queensland.

Rail Tram and Bus Union
http://rtbu-nat.asn.au
The RTBU (NSW Branch) is an industry based union covering NSW transport workers across the public and private sectors. The purpose of the RTBU is to organise workers in the transport industry to protect and build their rights at work.

UITP (International Association of Public Transport)
www.uitp.org
UITP, founded in 1885, based in Brussels, has some 3100 Members in 110 countries. The Association is one of the leading advocates for change in urban transport in the world with links to the European Commission, United Nations and the World Bank.

The Australian Conservation Foundation is committed to inspiring people to achieve a healthy environment for all Australians. For over 40 years we have been a strong voice for the environment, promoting solutions through research, consultation, education and partnerships. ACF is Australia’s leading national not-for-profit environment organisation and we are funded almost entirely by our 40,000 individual members and supporters. Since 1966, ACF has focused on the most important and urgent environmental problems. We have played a key role in increasing protection for some of Australia’s most outstanding and iconic natural assets including the Franklin River, Kakadu National Park, the Daintree Rainforest and Great Barrier Reef. Today ACF engages with a broad spectrum of Australian society working with the communities, business and government to build awareness of our great environmental challenges and to protect, restore and sustain our environment.

www.acfonline.org.au
Supported by Rapid, Active and Affordable Transport Alliance (RAATA).