

NGTSM Steering Committee Secretariat  
National Guidelines for Transport System Management  
Commonwealth Department of Infrastructure and Regional Development  
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9 February 2015

**RE: National Guidelines for Transport System Management (NGTSM) draft stage 1 review**

Thank you for the opportunity to respond to the draft stage 1 review of the NGTSM (due 9 Feb 2015).

The NGTSM is a comprehensive framework for strategic-level transport planning and analytical approaches to transport assessment.

Link Place supports the overall direction of the draft stage 1 review and commends, in particular, the development of the seven-step Framework which:

- Integrates systems planning for transport and land use at all levels (city/region, network, corridor/area and route/link);
- Requires the incorporation of stakeholder engagement, data, evidence, assessment and evaluation across all seven steps of the Framework; and
- Establishes a clear and integrated set of goals and objectives as the first stage of the framework, in order to stimulate strategic thinking and establish a sound foundation for integrated and best practice planning.

Link Place notes that the Australian Government and the NGTSM Steering Committee have previously committed to the incorporation of 'active travel' into the NGTSM review.

In July 2013, the Australian Government released a ministerial statement<sup>1</sup> which was the result of a discussion paper and public consultation process. The statement included a commitment to 'take into account the needs and benefits of walking, riding and access to public transport' when evaluating proposed transport infrastructure; and to 'work with states and territories to review the NGTSM, and supporting documents, to incorporate improved methodology for assessing the benefits and costs of walking, riding and public transport.'

In this report, it was recognised that each kilometre walked for transport purposes benefits the economy by \$2.12 per kilometre. For each kilometre cycled for transport purposes, there is an

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<sup>1</sup> Australian Government 2013, Walking, Riding and Access to Public Transport, [www.infrastructure.gov.au/infrastructure/pab/active\\_transport/files/infra1874\\_mcu\\_active\\_travel\\_report\\_fin\\_al.pdf](http://www.infrastructure.gov.au/infrastructure/pab/active_transport/files/infra1874_mcu_active_travel_report_fin_al.pdf) page 25

economic benefit of \$1.43 (after accounting for potential injury 'disbenefits'). Approximately 50 to 70 per cent of the net economic benefits are health benefits.<sup>2</sup>

Link Place also notes that, according to the NGTSM website, 'New guidance is currently being developed for this important topic and will be released in stage 2 of the NGTSM revision.'

This submission concludes with three recommendations:

- Recommendation 1**    **That methods of assessing 'active travel' (walking, cycling and public transport access) are incorporated into the NGTSM**
  
- Recommendation 2**    **That the NGTSM places primary emphasis on the safety, amenity and convenience of pedestrians, bicycle riders and public transport users as part of land use and transport planning and evaluation**
  
- Recommendation 3**    **That consideration is given to high quality urban design, with particular reference to the nationally agreed urban design protocol, titled 'Creating Places for People' ([www.urbandesign.org.au](http://www.urbandesign.org.au)) which is championed by more than fifty organisations across all levels of government, industry and the community.**

Regards,

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[www.infrastructure.gov.au/infrastructure/pab/active\\_transport/files/infra1874\\_mcu\\_active\\_travel\\_report\\_final.pdf](http://www.infrastructure.gov.au/infrastructure/pab/active_transport/files/infra1874_mcu_active_travel_report_final.pdf) pages 6-9