

Snapshot of Australian Cities and Urban Policy Landscape

ASBEC Cities and Regions Policy Task Group

March 2013

1. The United Nations forecasts that today's urban population of 3.2 billion will rise to nearly 5 billion by 2030.
2. By 2030, three out of five people will live in cities
3. In Australia,
 - Two thirds of us live in greater capital cities¹
 - More than 80 per cent of our GDP is generated within our cities boundaries²
 - The shift to public transport and active travel has continued, with more than 11.5 million bicycles sold in the period between 2001 and 2010 - 2 million more than cars³.
 - Melbourne is growing faster than Sydney².
 - The gap between housing supply and demand is general across Australia - a shortfall of 228,000 new homes⁴.
 - Construction has become Australia's third largest industry as a proportion of GDP, after Finance and Manufacturing⁵.
 - Over the last five years, Australia's retail electricity price increased by 72%, while the price of gas and other household fuels rose by 45%⁶.
 - The biggest natural disaster threat – particularly in terms of loss of life – remains heatwaves³.
4. In the 2011 Economist Intelligence Unit's Liveability Index of 140 cities, four Australian cities were in the top 10. Melbourne was number 1, Sydney 6, Perth 8 and Adelaide 9.

¹ Australian Bureau of Statistics: <http://www.abs.gov.au/ausstats/abs@.nsf/Products/3235.0~2011~Main+Features~Main+Features#PARALINKO>

² *State of Australian Cities 2012*: <http://www.infrastructure.gov.au/infrastructure/mcu/soac/index.aspx>

³ *State of Australian Cities 2011*: <http://www.infrastructure.gov.au/infrastructure/mcu/soac/previous.aspx#2011>

⁴ *Housing Supply and Affordability – Key Indicators, 2012*, National Housing Supply Council:

http://www.nhsc.org.au/content/publications/housing_supply_affordability/exec_summary.html

⁵ Australian Bureau of Statistics:

<http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/by%20Subject/1301.0~2012~Main%20Features~Value%20of%20goods%20and%20services%20produced%20by%20Australian%20Industry~240>

⁶ Australian Bureau of Statistics: <http://www.abs.gov.au/AUSSTATS/abs@.nsf/Lookup/4102.0Main+Features10Sep+2012>



The Australian Sustainable Built Environment Council (ASBEC) is committed to improving the long-term productivity, liveability and sustainability of urban and regional communities through performance benchmarks and goals, identification of infrastructure priorities, use of incentives, modernised governance and public finance vehicles. ASBEC's Cities and Regions Policy Task Group is focussed on developing recommendations that lead to a long-term, joined-up urban and regional policy that delivers sustainable dividends.

This document is a snapshot of urban policy in Australia and should be used as a guide to understand the current landscape.

Cities policy in Australia

December 2009, the **Council of Australian Governments (COAG)** agreed to reporting arrangements to ensure our capital cities are well placed to meet the challenges of the future.

The **State of Australian Cities Report 2010**, predicted a future nation of gridlocked transport networks, soaring transport costs, increasing car dependency, declining air quality and generally poorer health outcomes.

The State of Australian Cities report was reinforced by **Treasury's advice** to the incoming government in late 2010 when it stated:

“Getting it right with cities has significant potential, not just from a pure economic perspective but also from a social and environmental perspective. Getting it wrong is likely to be very costly economically, socially and environmentally.”

The Australian Government established the **Major Cities Unit** (2009), developed the **Sustainable Population Strategy for Australia** (2011), and in May 2011, the Minister for Infrastructure and Transport, Anthony Albanese, launched **Our Cities, Our Future – a National Urban Policy** for Australia.

The National Urban Policy aims to set in place the Australian Government's objectives and directions for our cities. This is the first time that a national Government has sought to outline its overarching goals for the nation's cities and how it will play a role in making them more productive, sustainable and liveable.

In early 2012, the COAG Reform Council released **its Review of Capital City Strategic planning systems** recommendations; refer to **Appendix 1** for a summary of the recommendations.

In March 2012, the first national **Urban Policy Forum** (an initiative of the National Urban Policy) met, bringing together a former Deputy Prime Minister and a recently retired Premier and experts from across government, industry and academia including CEO's from GBCA, PCA, AIA and Consult Australia.

During 2012, SEWPaC identified a set of **sustainability indicators** for Australia that will provide information about the following:

- social and human capital (skills and education; health; employment; security; institutions, governance and community engagement)
- natural capital (climate and atmosphere; land, ecosystems and biodiversity; natural resources; water; waste)
- economic capital (wealth and income; housing; transport and infrastructure; productivity and innovation).

Individual state and territory governments each have their own mechanisms for determining the delivery of infrastructure, services, spatial patterns of development and the protection of biodiversity. These systems in

turn typically rely on coordination between tiers of government, inter-agency coordination, private sector involvement and community engagement.

Presently, at federal government level alone, there are 11 Ministers, 13 departments, almost 30 departmental bodies/committees and over 60 programs dealing with the built environment in Australia (**Appendix 2**).

ASBEC's Cities framework

For a number of years, the ASBEC Cities and Regions Policy Task Group (previously known as the ASBEC Cities Task Group) has been focusing on highlighting the importance of city indicators, working with industry, stakeholders and the University of NSW to develop a draft framework (**Appendix 3**). The framework measures include:

- Economic prosperity;
- Sustainable land use and transport;
- Natural resources;
- Ecosystem health;
- Liveability;
- Socially inclusive; and
- Good governance.

Within each of these measures themes and indicators were identified.

Examples of urban/cities policy positions

Many industry associations have released reports on urban/cities policy in Australia including Consult Australia and Infrastructure Partnerships Australia. Cities themselves, such as New York City, have also developed Cities strategies and recently the Carbon Disclosure Project released, Seven Climate Change Lessons from the Cities of Europe. **Appendix 4** and **Appendix 5** include lists and links to a number of Australian and International cities initiatives of interest.

Consult Australia – Tomorrow's Cities Today 2011 (**Appendix 6**)

1. Improving Productivity
2. Achievability Sustainability
3. Enhancing Liveability
4. Harnessing Good Governance
5. Best Practice In Our Own Backyard

Infrastructure Partnerships Australia – Re-Thinking Cities: A Strategy for Integrated Infrastructure 2012 (**Appendix 7**)

1. A more robust assessment of the actual performance – and progress over time – of Australia's major cities is needed to drive improved outcomes.
2. Australia's governments must move beyond broad policy ideals towards the seamless integration of land-use and infrastructure planning.
3. As well as responding to growing and changing demand, infrastructure delivery approaches in all jurisdictions must aim to influence demand in a way that delivers on sustainability objectives and maximises the value of existing investment. This requires:

4. All states must implement progressive infrastructure market reforms; in recognition of the fact that efficient markets provide the best means of addressing existing capacity constraints and anticipating future growth and behavioural change. As a priority:
5. To fully utilise private sector capital, skills and experience in solving infrastructure challenges, all states must ensure a streamlined, transparent and innovative procurement framework. To this end:

PlaNYC - greener, greater New York

1. **Transportation**, Expand sustainable transportation choices and ensure the reliability and high quality of our transportation network
2. **Housing and Neighborhoods**, Create homes for almost a million more New Yorkers while making housing and neighborhoods more affordable and sustainable
3. **Energy**, Reduce energy consumption and make our energy systems cleaner and more reliable
4. **Parks and Public Space**, Ensure all New Yorkers live within a 10-minute walk of a park
5. **Brownfields**, Clean up all contaminated land in New York City
6. **Air Quality**, Achieve the cleanest air quality of any big U.S. city
7. **Waterways**, Improve the quality of our waterways to increase opportunities for recreation and restore coastal ecosystems
8. **Solid Waste**, Divert 75% of our solid waste from landfills
9. **Water Supply**, Ensure the high quality and reliability of our water supply system
10. **Climate Change**, Reduce greenhouse gas emissions by more than 30%. Increase the resilience of our communities, natural systems, and infrastructure to climate risks

Seven Climate Change Lessons from the Cities of Europe, CDP Cities 2012

1. **Measuring and reporting emissions annually:** 50% of European cities are measuring their city-wide emissions annually. Annual measurement is already considered best practice in the private sector; these cities are following a similar track.
2. **Setting targets:** Setting GHG emissions reduction targets has become mainstream in leading European cities. 82% of reporting cities say that they are setting targets for reduction of their greenhouse gas emissions.
3. **Reducing GHG emissions:** One of the key goals of climate action is for a city to demonstrate year-on-year reduction of emissions at a city-wide level. Two European cities show GHG reductions from their last CDP response—London and Copenhagen.
4. **Completing risk assessments:** Climate change risk assessment is another key area of climate action of cities, and one that has become mainstream in Europe. 77% of cities have completed or are in the process of completing risk assessments to understand how climate change will affect their local jurisdictions.
5. **Developing an adaptation plan:** Once the risks have been identified, cities are moving to establish action plans to adapt. 64% of reporting cities (14) report that they have an adaptation plan, and two additional cities are in the process of developing these plans.

6. **Using sustainability to drive competitiveness:** European cities show high awareness of the economic opportunity from climate change. Thirteen cities (59%) anticipate that addressing climate change will lead to development of new business industries in their cities.
7. **Extending the city's reach through voluntary agreements:** An emerging trend is the establishment of voluntary agreements between the city and private sector companies. A small number of leading cities are utilizing voluntary agreements with local businesses to further the city's climate protection goals.

COAG Reform Council Review of Capital City Strategic Planning systems recommendations (December 2011)

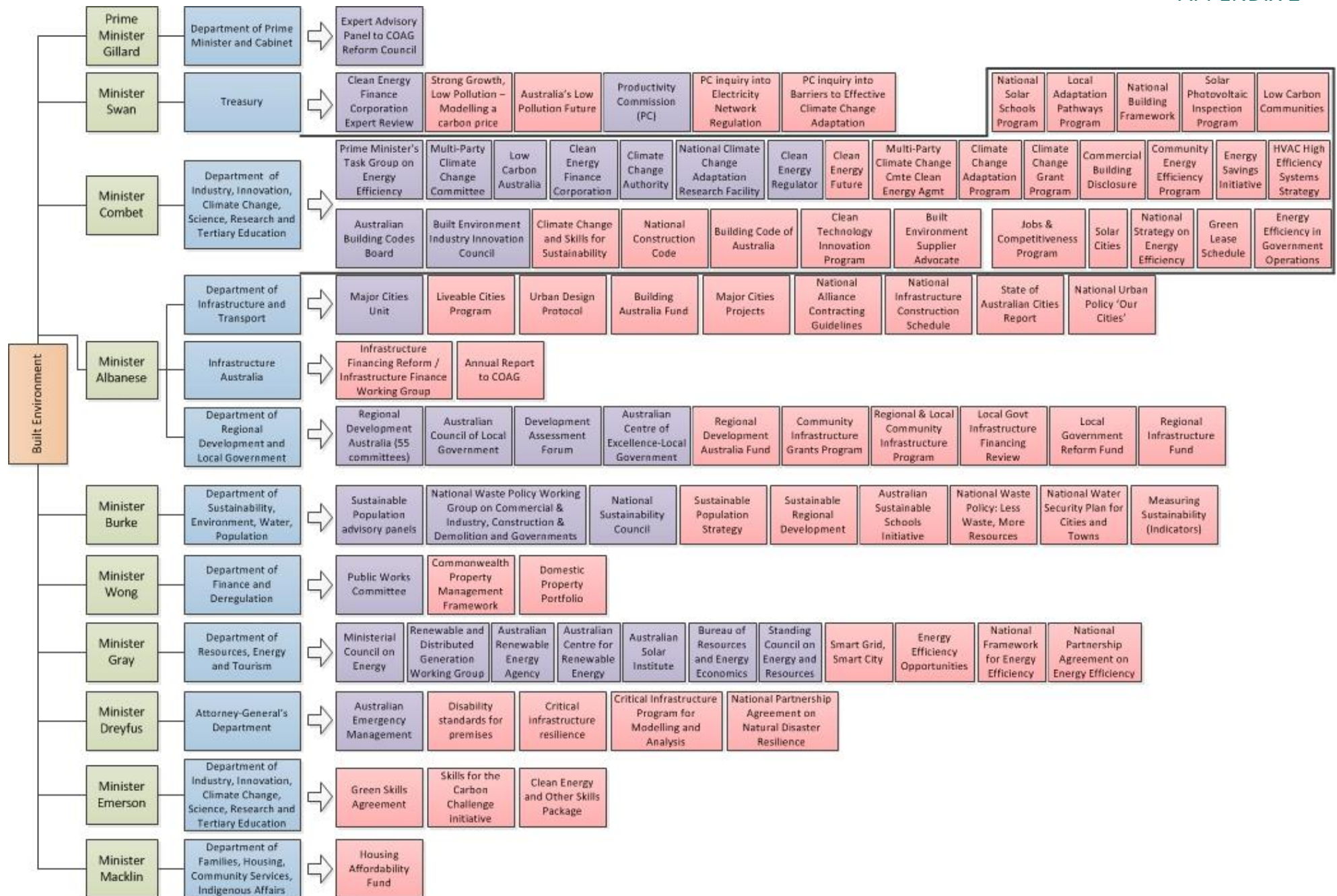
1. COAG **continue** with intergovernmental collaboration on the strategic planning of Australian capital cities—working together, sharing information and expertise, and supporting ongoing research on cities.
2. COAG **note** that none of the capital city strategic planning systems were found to be wholly consistent with the agreed criteria—but a number of governments have put real effort into improving their systems over the course of this process.

COAG should **encourage** governments to continue to focus their efforts on *improved integration*—complementary and consistent planning and delivery across relevant parts of government, especially transport, economic development and land use, including:

- integration within governments, including the Commonwealth as well as State and Territory, and local governments
 - integration between governments, based on continued collaboration.
3. COAG **note** that the agreed criteria for capital city strategic planning systems are necessary but not sufficient to deliver on its objective of globally competitive, productive, sustainable, liveable and socially inclusive cities that are well placed to meet future challenges and growth.

COAG should **focus** continuous improvement efforts on *outcomes in cities*, including through:

- **collaboration** by governments to improve information and data about Australian cities
 - a **commitment** to evidence-based policy interventions in cities
 - **clear frameworks** for measuring progress and monitoring implementation of strategic planning in cities.
4. all governments **commit** to ongoing engagement with communities, business and all stakeholders in setting, implementing and reviewing long-term plans for capital cities.
 5. COAG encourage governments to actively consider ways to improve the effectiveness of the frameworks for investment and innovation in capital cities, including by:
 - enhancing the understanding of the urban and land economics of capital cities
 - considering the cumulative impact of the planning, regulatory and taxation arrangements that apply to housing, jobs and infrastructure in capital cities.
 6. COAG **note** the best practice highlights of consistency against the agreed criteria.



ASBEC Cities DRAFT indicator framework

Measure	Theme	Indicator
Economic prosperity	Employment	Employment participation rate
		Numbers and percentages employed, by industry
	Household income	Weekly household income
		Net household savings
	Education and training	Proportion of adult population with vocational or higher education qualification
	Household income	
	Economic structure and productivity	Estimated city GDP per capita
Private new capital expenditure		
Contribution to Total Factor Income by industry		
Land use and transport	Land utilisation	Proportion of land allocated to different land use zones
		Average floor area ratio of non-residential buildings constructed in previous 12 months
	Transport mode share	Trip to work modal split, number of journeys
	Freight efficiency	Freight transport modal split, tonne-kilometres
	Accessibility	Proportion of households within 400 metres of public transport access
		Average commute distance
		Proportion of households within 400 metres of a retail zone
	Congestion	Cost of road congestion
Density	Housing density Population density	
Natural resources	Carbon/energy	Greenhouse gas emissions by industry sector
		Residential electricity consumption
		Residential gas consumption
		Percentage of energy derived from renewable sources
		Transport fuel consumption
	Air quality	Exceedences of fine particle (PM10) health standards
	Materials and waste	Solid waste to landfill by source, (municipal, commercial & industrial and construction & demolition) per capita
		Percentage recovery of municipal, C&I and C&D waste
		Material intensity indicator
	Water resources	Potable water consumption by sector
		Potable water quality – exceedences of Australian Drinking Water Guidelines
Volume of wastewater recycled		
Productive land	Area of land utilised for agricultural production	
Ecosystem Health	Inland water bodies	Exceedence of surface water quality guidelines
	Green infrastructure	Percentage tree cover
		Ratio of pervious to impervious surfaces
		Area of contaminated sites remediated as proportion of urban area
		Leaf area index
	Habitat quality	Percentage of vegetated land cleared for development
		Landscape stress index
		Habitat connectivity
	Coastal processes	Proportion of urban wastewater treated to primary, secondary and tertiary levels
		Proportion of coastal zones managed as conservation reserves

Measure	Theme	Indicator
Liveability	Health	Number of hospital beds per 10,000 population
		Number of doctors per 10,000 population
		Male life expectancy at birth
		Female life expectancy at birth
		Residential aged care places per 1000 population
		Proportion of people aged 16–85 diagnosed with a mental disorder in the 12 months prior to the survey
		Proportion of population overweight or obese
	Security	Road traffic accident fatalities and Injuries
		Homicide rates per 100,000 population
		Rates of assault and break and enter per 100,000 population
	Local amenity	Proportion of households within 400 metres of public open space
		Proportion of households within 800 metres of a “town centre”
	Public participation	Participation rate in sport/physical recreation
Number of community gardens per 100,000 population		
Volunteer hours per 100,000 population		
Happiness	Subjective wellbeing index	
Socially inclusive	Cost of living	Consumer Price Index
		Index of Relative Socio-economic Disadvantage
		Analytical Living Cost Indexes
	Housing	Rental vacancy rate
		Homelessness rate
		Proportion of household income spent on mortgage payments
		Proportion of household income spent on rent payments
	Population	House price index
		Non-compliances with Disability Discrimination Act
		Socio-Economic Indexes for Areas (SEIFA)
	Country of origin and language spoken at home	
Governance	Transparency and reporting	Publication of annual sustainability report
		Publication of financial information
	Accountability and responsibility for delivery	Existence of published performance delivery standards
		Annual consumer satisfaction survey
	Long term vision and goals	Existence of a vision statement
	Participation	Civic associations per 10,000 population
Holding of public forums		
Corporate governance	Number of organisations with a certified environmental management system	

Cities Initiatives – Australian

Organisation/ Government	Report/Initiative	Website
ADC Cities summit	Enhancing Australia's Liveability	www.adcforum.org
Australian Bureau of Statistics	MAP – Measures of Australia's Progress	http://blog.abs.gov.au/Blog/mapblog2010.nsf/dx/about-map-2.0.htm
Australian Climate Change Adaptation Research Network for Settlements and Infrastructure	Towards a National Climate Change Adaptation Framework for the built environment	http://www.nccarf.edu.au/settlements-infrastructure/discussion_papers.
Australian Conservation Foundation	2010 Sustainable Cities Index	www.acfonline.org.au
Australian Green Infrastructure Council	AGIC rating scheme	http://www.agic.net.au/AGICscheme.htm
Built Environment Meets Parliament (BEMP)	Spotlight on Australian Cities report by KPMG	http://www.bemp.com.au/documents/SpotlightonAustraliasCapitalCitiesEMBARGOEDUNTIL14JUNE2010.pdf
City of Melbourne	"Transforming Australian Cities", Rob Adams	www.melbourne.vic.gov.au
Council of Australian Governments (COAG) Reform Council	Capital City Strategic Planning	http://www.coagreformcouncil.gov.au/agenda/cities.cfm
Consult Australia	Tomorrow's Cities Today	http://www.consultaustralia.com.au/Libraries/Infrastructure/Tomorrow_s_Cities_Today-web.sflb.ashx
	Review of Capital City Strategic Planning Systems recommendations report	http://www.coagreformcouncil.gov.au/reports/cities.cfm
Council of Australian Governments (COAG)	National Strategy for Disaster Resilience	http://www.coag.gov.au/coag_meeting_outcomes/2011-02-13/docs/national_strategy_disaster_resilience.pdf
Council of Capital City Lord Mayors (CCCLM)	Australian Capital Cities: Partners in Prosperity	www.lordmayors.org
Department of Climate Change and Energy Efficiency	Adapting to Climate Change in Australia	http://www.climatechange.gov.au/government/~media/publications/adaptation/190210-dcc-positionpaper.ashx
	Climate Change Risks to Australia's Coasts: a first pass national assessment	http://www.climatechange.gov.au/publications/coastline/climate-change-risks-to-australias-coasts.aspx
	Solar Cities program	http://www.climatechange.gov.au/publications/coastline/climate-change-risks-to-australias-coasts.aspx

Organisation/ Government	Report/Initiative	Website
Grattan Institute	The Cities We Need June 2010	www.grattan.edu.au
	Social Cities – March 2012	
	Tomorrow's suburbs: Building flexible neighbourhoods – Sept 2012	
	Getting the housing we want – Nov 2011	
	Cities: Who Decides? Oct 2010	
Green Building Council of Australia	Green Star Communities	www.gbca.org.au/green-star/green-star-communities/
Greg Hunt MP, Shadow Minister for Climate Action, Environment and Heritage	A Long –Term Approach to Planning Australian Cities	
House of Representatives Standing Committee on Environment and Heritage	Sustainable Cities report 2005	http://www.aph.gov.au/house/committee/environ/cities/report/fullreport.pdf http://www.aph.gov.au/house/committee/environ/cities/
Landcom	Precinx tool	
Major Cities Unit	National Urban policy	http://www.infrastructure.gov.au/infrastructure/mcu/urbanpolicy/index.aspx
	State of Australian Cities	http://www.infrastructure.gov.au/infrastructure/mcu/soac.aspx
	Urban Design Protocol	http://www.infrastructure.gov.au/infrastructure/mcu/urbandesign/index.aspx
Price Waterhouse Coopers	Cities of Opportunity 2012	http://www.pwc.com/us/en/cities-of-opportunity/index.jhtml
Prof Barbara Norman	A Low Carbon and Resilient Urban Future - A Discussion Paper on an Integrated Approach to Planning for Climate Change	http://www.climatechange.gov.au/~media/publications/local-govt/low-carbon-resilient-urban-future.pdf
Property Council of Australia	Growth and Nation Building – Assessing the liveability of Australian cities	www.propertyoz.com.au
	Make my city work	www.makemycitywork.com.au
South Australian Government	South Australian Strategic Plan	www.stateplan.sa.gov.au/
UDIA	EnviroDevelopment tool	http://www.envirodevelopment.com.au/

Cities Initiatives – International

Organisation/Government	Report/Initiative	Website
C40 Cities Climate Leadership Group		http://www.c40cities.org/
Carbon Disclosure Project	Seven Climate Change Lessons from the Cities of Europe	
European Union	The urban dimension in Community policies for the period 2007-2013	http://ec.europa.eu/regional_policy/sources/docgener/guides/urban/index_en.htm
ICLEI	Building Sustainable Cities	http://www.iclei.org/index.php?id=801
New York City Council	PlaNYC	http://www.nyc.gov/html/planyc2030/html/home/home.shtml
Price Waterhouse Coopers	Cities of Opportunity	www.pwc.com/us/en/cities-of-opportunity
Siemens	Green City Index	www.siemens.com/entry/cc/en/greencityindex.htm
Shell	Future Cities in a Resource Constrained World	http://www-static.shell.com/static/innovation/downloads/ted/ted_booklet.pdf
United Nations Environment Program (UNEP)	Integrated Environmental Planning in Cities	www.unep.org/urban_environment
U.S. Environmental Protection Agency, U.S. Dept of Housing & Urban Development & U.S. Dept of Transportation	Partnership for Sustainable Communities	http://www.sustainablecommunities.gov/
World Bank	Global City Indicators Program	www.cityindicators.org
World Business Council on Sustainable development (WBCSD)	Urban Infrastructure Initiative (UII)	http://www.wbcd.org/DocRoot/HH7rpcQJ1aUV518x4Ngx/ExBrief%20Urbanisation_Oct10_v2.pdf

Consult Australia – Tomorrow’s Cities Today 2011

1. Improving Productivity

To realise the productivity potential of Australia’s cities and communities, we need:

- A better understanding of debt and a reconsideration of surplus-driven budgets and unquestioning dedication to AAA credit ratings;
- An integrated funding framework for transport infrastructure;
- The application of a broad cost-benefit analysis;
- The analysis and introduction of user-charging; and
- Application of attractive densities and land use mixes.

2. Achievability Sustainability

The need for immediate action to improve the efficiency of our economy, mitigate climate change and adapt to demographic and environmental change is clear.

- Mitigation techniques including the implementation of a market-based mechanism to put a price on pollution;
- The need for sustainable urban development – focusing on resilience and connectivity - to ensure that the current and future needs of residents are met; and
- The recognition of the need for adaptation to maintain the quality of life we currently enjoy.

3. Enhancing Liveability

It is widely acknowledged that the wellbeing of the community is critical to the liveability of our cities. Liveability and productivity are mutually reinforcing. In order to enhance the liveability of our cities, it must be understood that:

- Decreasing congestion, increased human activity and improving air conditions will all serve to create a healthier and more productive community;
- City planning and the prioritisation of infrastructure investment must give greater weight to the fact that better built environments, urban spaces, reduced congestion and access to high quality public and active transport will also help achieve greater social inclusion; and
- The liveability of our communities and cities will become defined by their suitability for an ageing population and broader demographic change.

4. Harnessing Good Governance

These themes of productivity, sustainability and liveability must be fundamentally supported by a good governance structure.

To achieve this:

- Bold leadership is required to foster greater consistency and alignment across the policy and planning initiatives affecting our built environment;
- Best practice local government must be facilitated: It has been clear since federation that a large number of local government areas in a given city is an obstacle to efficient infrastructure delivery and integrated strategic planning.
- Strategic criteria-based planning for capital cities must be introduced in order for there to be a measurable indicator of ‘success’ to which infrastructure funding can be linked; and

- Regardless of current leadership, a clear and transparent, long term approach to the prioritisation of infrastructure delivery is essential at all levels of government, which will not be achieved without a sustainable funding stream.

5. Best Practice In Our Own Backyard

There is an opportunity to realise the vision for our cities and foster Australian excellence through the support of innovation in planning and urban design and the support of new industry. A welcome consequence of governments seeing the value in good planning and design that supports the development of our cities would be the growth in associated skills and industries within Australia.

Infrastructure Partnerships Australia – Re-Thinking Cities: A Strategy for Integrated Infrastructure 2012

1. A more robust assessment of the actual performance – and progress over time – of Australia’s major cities is needed to drive improved outcomes.

The Productivity Commission should be tasked with developing performance benchmarks for Australia’s major cities aimed at both a sector (i.e. transport, water, electricity, waste) and citywide (i.e. liveability, sustainability) level.

Benchmarks must be transparent and measurable.

- Cities should be assessed on their progress over time against these benchmarks; accounting for the unique challenges and existing capacity constraints in any particular city.
 - Progress in meeting benchmarks should be independently audited and published on an annual basis.
 - Benchmarks should be reviewed regularly to ensure continuous improvement.
2. Australia’s governments must move beyond broad policy ideals towards the seamless integration of land-use and infrastructure planning.

The Productivity Commission should be tasked with developing a best practice framework for the seamless integration of land use and infrastructure planning at both a state and city level.

- The framework should aim to build on COAG’s existing high-level strategic planning commitments by articulating tangible actions for governments to achieve truly integrated planning.
- Jurisdictions should be assessed annually on their progress in implementing a seamlessly integrated approach to infrastructure planning; the COAG Reform Council is best placed to carry out this assessment.

All jurisdictions should consider whether existing governance frameworks and structures adequately support integrated planning approaches. In particular:

- All governments should assess, on a jurisdiction by jurisdiction basis, whether an independent advisory body would aid in identifying and prioritising long-term infrastructure requirements on a whole-of government basis.
- Jurisdictions should move to vest transport policy and planning functions within a single agency, spanning all modes, ensuring a much higher degree of integration between and across modes.
- For significant infrastructure projects, all states should identify, preserve and protect relevant infrastructure corridors and initiate the securing of early development approvals for near-term project pipelines.

All jurisdictions should adopt a whole-of-government policy to pursue innovative city-wide and whole network infrastructure solutions where commercially viable and offering value for money. Practical examples include:

- Innovative technological solutions, such as energy from waste plants;
- City-wide – and state-wide – waste systems, integrating all components of service provision including collection, transfer and transport, recycling, treatment and final disposal; and

- Whole-of-city integrated public transport networks that support seamless multi-destination and multi-modal travel. This should include integrated network and line structures, timetables, ticketing and overall branding.
3. As well as responding to growing and changing demand, infrastructure delivery approaches in all jurisdictions must aim to influence demand in a way that delivers on sustainability objectives and maximises the value of existing investment. This requires:
- All jurisdictions to legislate a clear timeframe for transitioning away from water restrictions towards a system of rational water pricing, where consumers pay more explicitly for the amount of water they use.
 - All jurisdictions to identify opportunities to introduce demand management options on key congested motorway links, including time of day tolling where appropriate – in advance of a broader rational road pricing system across Australia.
 - All jurisdictions to assess cost-effective options for the roll-out of electricity smart meters; rollouts must be accompanied by well-funded consumer literacy programmes educating energy users on ways and benefits of controlling consumption.
4. All states must implement progressive infrastructure market reforms; in recognition of the fact that efficient markets provide the best means of addressing existing capacity constraints and anticipating future growth and behavioural change. As a priority:
- All states should introduce competitive reforms into the provision of public transport services, such as wider use of franchising and contestability.
 - All jurisdictions should introduce third-party access regimes for the water and wastewater sector – including for third party access to monopoly network infrastructure.
 - All jurisdictions should assess the case for structural reform of metropolitan water and wastewater services, with the aim of facilitating increased levels of competition and realising efficiency gains.
 - All jurisdictions where electricity businesses remain state-owned should undertake an immediate, independent assessment of the direct fiscal and broader economic impacts of a full sale – including network businesses. This assessment must consider the increased capacity for investment in productivity boosting infrastructure under a full sale scenario.
 - Working through COAG, all jurisdictions should aim to establish a standard national approach to waste levies, with levies closely linked to the attributed cost.
5. To fully utilise private sector capital, skills and experience in solving infrastructure challenges, all states must ensure a streamlined, transparent and innovative procurement framework. To this end:
- All jurisdictions must put in place a transparent and dependable procurement gateway process. An established procurement gateway will ensure procuring agencies are both well informed and confident in pursuing a procurement model that will deliver the best project outcome.
 - With effective decision making being a critical factor in the successful delivery of infrastructure projects – particularly when partnering with the private sector – all states must take steps to ensure that government infrastructure delivery teams retain – and continue to grow – their skills base. Development of this skills base should closely mirror project pipelines.
 - All jurisdictions must ensure a realistic approach to risk transfer in procurement, which means only transferring risk to the party most capable of managing it.