

Appendix B: National Urban Policy Implementation Plan

Introduction

In May 2011, the Australian Government released *Our Cities, Our Future – a national urban policy for a productive, sustainable and liveable future* (the National Urban Policy).

The National Urban Policy is supported by a set of initiatives that contribute to delivering on its productivity, sustainability and liveability goals set out in the National Urban Policy Summary Action Plan (Chapter 7).

The Action Plan includes initiatives to be implemented over the short, medium and long term across portfolios, and this appendix reports on the progress of these initiatives.

Productivity

1. Improve labour and capital productivity by:

- Aligning workforce availability and capacity to meet labour force demand
- Supporting education, research and innovation

	Initiatives	Aims	Timeframe	Progress
1.1	<i>Sustainable Population Strategy</i> (SEWPaC)	Outline the government's framework for a Sustainable Australia as a nation of sustainable communities that have the services; job and education opportunities; affordable housing; amenity; and natural environment that make them places where people want to work, live and build a future.	2011–14	The <i>Sustainable Population Strategy</i> (SPS) was released in May 2011 as a high-level policy framework that outlines the breadth of programs, policies and reforms operating across government to deliver on the aims and objectives of the SPS. Delivery on a number of specific initiatives is summarised later in this report.
1.2	<i>Trade Training Centres in Schools</i> \$2.5 billion (DIISRTE)	Give young Australians greater training opportunities and help address skills shortages.	2008–18	The first funding round of the program opened in March 2008. The summary report on the progress of the Trade Training Centres program, released in October 2012, stated that to the end of 2011: <ul style="list-style-type: none"> • \$1.2 billion had been approved to fund more than 370 projects, benefiting more than 1060 schools. • 146 Trade Training Centres had been established and a further 88 Trade Training Centres were under construction.
1.3	Building the Education Revolution (BER) \$16.2 billion (DEEWR)	Modernise schools through the delivery of necessary infrastructure and, by doing so, support local jobs and stimulate investment.	2008–12	BER funding was allocated for over 23,600 projects under three elements: <ul style="list-style-type: none"> • The \$14.1 billion Primary Schools for the 21st Century element, funded 10,452 projects in 7917 schools, including new libraries, multipurpose halls, classrooms and the refurbishment of existing facilities. • The \$821.8 million Science and Language Centres for 21st Secondary Schools funded 537 schools to refurbish or construct new science laboratories or language learning centres. • The \$1.28 billion National School Pride program, funded 12,626 projects in 9461 schools, including the refurbishment of buildings and construction or upgrade of shade structures, outdoor learning areas, sporting grounds and facilities and green upgrades.

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	Initiatives	Aims	Timeframe	Progress
1.4	Education Investment Fund (EIF) \$4.15 billion (DIIS RTE)	Build a modern, productive, internationally competitive Australian economy by supporting world-leading, strategically-focused infrastructure investments to transform Australian tertiary education and research.	2008–12	Since 2008, four competitive EIF funding rounds have been conducted. In the 2011–2012 Budget, \$500 million was announced for a Regional Priorities Round of EIF. A two-stage application process has been conducted and successful projects will be announced soon.
1.5	<i>Powering Ideas</i> – supporting industrial transformation by helping workers and entrepreneurs move into higher, value-added activities (DIIS RTE)	Improve productivity and elevate levels of value-added industrial output through investing in innovative infrastructure; reforming university funding; investing in science and research infrastructure; boosting investment with a focus on excellence and transparency; increasing support for postgraduate research students; and improving innovation skills and workplace capabilities, particularly management and leadership skills.	2008–13	A range of initiatives have been put in place to deliver on <i>Powering Ideas</i> , including the R&D Tax Incentive, Commercialisation Australia, Super Science initiatives, the Clean Technology Program and Enterprise Connect. The government is also carrying out a Review of Venture Capital and Entrepreneurial Skills in Australia to establish what future actions might be required in this area to help build early stage Australian companies with high growth potential.
1.6	<i>Sustainable Population Strategy</i> (SEWP aC)	Ensure that future population change is compatible with the economic, environmental and social wellbeing of Australia including improving the liveability of our urban areas.	2011–14	Underway, initiatives and actions itemised under relevant objectives. All portfolios with responsibilities intersecting with population issues to align with the principles enshrined in the Strategy when implementing policy and program initiatives.
1.7	The \$45 million Suburban Jobs program to distribute jobs and economic opportunity into suburban areas, reducing travel demand, congestion and providing diversified economic activity (SEWP aC)	The Suburban Jobs Program aims to support local and state governments to plan for and provide enduring employment opportunities in the growing outer suburbs of our major capital cities.	2012–14	Suburban Jobs Program Guidelines were developed following a period of extensive consultation with stakeholders in 2011. Thirty one grant applications were received between 7 December 2011 and 17 February 2012, and assessed against the Guidelines. The University of Western Sydney, the City of Playford and the Melton City Council have been announced as the successful applicants by the Minister for Sustainability, Environment, Water, Population and Communities.

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	Initiatives	Aims	Timeframe	Progress
1.8	Work with industry and others to promote opportunities for the development of specialised clusters of economic activity with high potential for interactive innovation (DIIS RTE)	Improve integration between the Australian Government and industry on the integration of skills, innovation, creativity and infrastructure.	2008–	The Enterprise Connect <i>Innovative Regions</i> drives regional entrepreneurship by supporting business clusters and networks, helping them to identify local strengths and resources (including those in local universities, training institutions and large firms) and capitalising on these combined resources to access larger markets outside their regions.
1.9	Produce spatial reports on land use and infrastructure (DIT)	Improve understanding of the economic and social dynamics of cities to underpin evidence-informed urban policy.	2011–13	Scoping underway. Reports to complement State of Australian Cities reporting.
1.10	Seek COAG support to augment planning system reforms to include city-wide economic strategies and spatially-based productivity and innovation policies (DIT)	Create efficient planning systems that drive multifactor productivity improvements.	2011–13	The Transport and Infrastructure Senior Officials Committee (TISOC) established the Cities Group in 2012 to progress the COAG cities agenda through the Standing Council on Transport and Infrastructure (SCOTI). The TISOC Cities Group will work to deliver on the SCOTI terms of reference which include alignment with the National Urban Policy and COAG criteria for strategic planning systems.

2. Integrate land use and infrastructure by:

- Integrating planning of land use, social and economic infrastructure
- Investing in urban passenger transport
- Protecting corridors, sites and buffers

	Initiatives	Aims	Timeframe	Progress
2.1	\$36 billion investment in land transport infrastructure (DIT)	Support land transport infrastructure in Australia.	2009–14	Delivery on a number of specific initiatives is summarised later in this report.
2.2	Passenger rail projects in each of the mainland capital cities \$7 billion (DIT)	Improve metropolitan rail networks in six of Australia's major cities: Sydney, Melbourne, Brisbane, Perth, Adelaide and the Gold Coast.	2009–19	<p>Parramatta to Epping Rail Link – yet to commence. The funding commitment for the Parramatta to Epping Rail Link is available from 2014 to 2019.</p> <p>Noarlunga to Seaford – underway. Construction is on schedule for completion in December 2012. Electrified services are expected to commence late 2013.</p> <p>Gawler Line – track and station works completed, with discussion ongoing on the future electrification.</p> <p>Perth CityLink – underway. Construction has commenced on the Fremantle tunnel.</p> <p>Moreton Bay Rail – under construction. Works have begun on Kinsellas Road East bridge and approaches. Project to be completed by 2016.</p> <p>Regional Rail Link – under construction. Works have commenced on all major work packages. The project is expected to be complete by late 2015 or early 2016.</p> <p>Gold Coast Rapid Transit – under construction. Early works have reached practical completion. Project to be completed in 2014.</p>
2.3	Implement recommendations of the Aviation White Paper (DIT)	Give industry the certainty and incentives to plan and invest for the long term, strengthening safety and security and addressing the needs of travellers, airport users and communities affected by aviation activity.	2011–12	Underway. Refer to 2.8 for more detail.

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	Initiatives	Aims	Timeframe	Progress
2.4	Moorebank Project Office established to develop an intermodal terminal on Commonwealth-owned land (DIT)	Conduct a feasibility study on the potential development of an intermodal freight terminal at Moorebank in south-western Sydney, and subject to outcomes proceed to implementation.	2012–17	The Department of Finance and Deregulation has been tasked to conduct the feasibility study. The study found that the Moorebank Intermodal Terminal would provide an efficient solution for the improved movement of container freight between Port Botany and south-west Sydney. The Australian Government committed to proceed immediately with the Moorebank intermodal project, to be operational by 2017.
2.5	<i>Funded Integrated Design Strategy</i> trial in Adelaide to promote best practice (DRALGAS)	Deliver integrated design strategy for Adelaide city and surrounds.	2010–13	The Local Government Reform Fund provided \$1.0 million for this project, which was completed in June 2012. The outcomes have been the subject of public consultation, and the South Australian Government and associated local governments are proceeding to implementation.
2.6	<i>Joint Study on Aviation Capacity in the Sydney Region</i> (DIT)	Report on short-term and long-term aviation infrastructure and supporting surface transport requirements of the Sydney region.	2012	Report released March 2012. In May 2012 the Australian Government agreed to implement 18 of the 20 recommendations. In July 2012 the Australian Government appointed technical experts and consultants for a scoping study into the suitability of the location of Wilton as a second Sydney Airport.
2.7	Implement recommendations of the <i>National Ports Strategy</i> and <i>National Land Freight Network Strategy</i> around corridor and site protection, and incorporate with COAG capital city planning systems reforms (IA, NTC, DIT)	Address issues such as best use of infrastructure; integration of port, freight and land use planning; capacity for growth; and responsiveness of infrastructure to demand. Best practice planning and management of infrastructure corridors, sites and buffers applied in city planning systems.	2011–13	The <i>National Ports Strategy</i> was endorsed by COAG in July 2012 and the implementation is being managed by IA and NTC. The <i>National Land Freight Network Strategy</i> was released by the Minister for Infrastructure and Transport in September 2012, and is awaiting COAG endorsement.
2.8	Engage with airport operators and state and local governments to better plan land use and infrastructure around airports, including public transport connections (DIT)	Better integrate airport planning and development into city and infrastructure planning.	2012–	Planning Coordination Forums (PCFs), covering 13 federally leased airports, have been established. Community Aviation Consultation Groups (CACGs), covering 19 federally leased airports, have been established.

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	Initiatives	Aims	Timeframe	Progress
2.9	Progress the recommendations of the high speed rail feasibility study (DIT)	Assess feasibility of a high speed rail network on the east coast of Australia.	2011–14	The terms of reference for the study were released on 31 October 2010 by the Hon Anthony Albanese MP, the Minister for Infrastructure and Transport. On 4 August 2011, the Minister launched the report from phase 1 of the study.
2.11	Further review key transport, communication and energy corridors, sites and buffers around major cities (DIT)	Ensure that best practice planning and management of infrastructure corridors, sites and buffers, including protection of current and future uses of Commonwealth property and assets and community exposure to impacts, is integrated into city planning systems.	2011–12	Commonwealth and state transport and planning ministers considered the National Airports Safeguarding Framework on 18 May 2012. The framework represents a collective commitment from government to ensure that an appropriate balance is maintained between the social, economic and environmental needs of the community and the effective use of airport sites. It comprises an overarching principles statement, guidance material on managing impacts of aircraft noise, and five safety guidelines designed to address potential risks to aviation safety.
2.12	Apply the principles and objectives of the National Urban Policy to Nation Building 2 Program (DIT)	Ensure that the Nation Building 2 aligns with and supports national city reform agenda.	2012–	Nation Building 2 framework announced as part of the 2012–13 budget and incorporate reference to delivering on National Urban Policy goals and objectives.
2.13	Require, as a condition of funding for Nation Building 2, that each capital city to have in place by 2014 a freight strategy consistent with the <i>National Ports Strategy</i> and <i>National Land Freight Network Strategy</i> (DIT)	Ensure that Nation Building 2 aligns with and supports the national ports and freight reform agenda.	2011–	Underway.

3. Improve the efficiency of urban infrastructure by:

- Maximising returns on new and existing infrastructure
- Taking into account operational and maintenance costs of infrastructure and assets
- Improving the use of smart infrastructure
- Enhancing connectivity through the National Broadband Network

	Initiatives	Aims	Timeframe	Progress
3.1	Infrastructure Australia's Reform and Investment framework (IA)	Identify reforms and investments that are vital to ensure that Australia's economic infrastructure continues to support and drive the nation's economic, social and environmental success.	2008–	Infrastructure Australia has completed the <i>National Ports Strategy</i> and the <i>National Land Freight Network Strategy</i> . The 2012 Report to COAG includes the latest updates to the infrastructure National Priority List.
3.2	National Broadband Network (DBCDE & NBN Co)	A new forward-looking national high-speed communications network, based around fibre infrastructure, to improve broadband access, competition and productivity, and able to support, amongst other things, smart infrastructure, teleworking and flexible work arrangements.	2009–17	The National Broadband Network (NBN) will provide access to high speed broadband to 100 per cent of Australian premises. On 29 March 2012, NBN Co Limited (NBN Co), released its first three year national fibre rollout plan. The indicative plan lists 3.5 million homes and businesses, for which construction on the fibre network will commence, or be complete, by mid-2015. In November 2012, the NBN had more than 28,000 active connections across all three technologies, and fibre construction had commenced, or been completed, to more than 600,000 premises. NBN Co had received applications from developers to build fibre in more than 3000 locations to more than 150,000 new premises.
3.3	Co-funded with states, extensive studies on projects dealing with urban congestion in Sydney, Melbourne, Perth and Brisbane (DIT)	Look at population growth, jobs growth and commuting patterns to gain a better understanding of underlying dynamics of transport demand in major cities.	2010–12	BITRE has published reports on Perth, Melbourne and Sydney in a series of investigations into spatial changes in population, employment and commuting in our largest cities. A report on south-east Queensland is underway. These reports explore the extent to which spatial development and commuting patterns in our largest cities have been reshaped in the directions envisaged in their respective metropolitan plans.

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	Initiatives	Aims	Timeframe	Progress
3.4	National Managed Motorways Program covering Sydney, Melbourne, Brisbane and Perth \$61.4 million (DIT)	Retrofit smart technology to improve traffic flows along congested motorways and outer city roads.	2011–15	Funding already approved for projects on the M4 in Sydney and the West Gate Freeway in Melbourne.
3.5	Provide an additional \$36 million to Infrastructure Australia to boost its strategic capacity and deepen the National Priority List (DIT & IA)	Support ongoing provision of infrastructure reform and expenditure advice to the Australian Government.	2010–11	Additional funds were provided to Infrastructure Australia in the 2011–12 Budget. Infrastructure Australia is now assessing proposals seeking funding support from the Nation Building II program and the Regional Infrastructure Fund in addition to the Building Australia Fund.
3.6	Consider establishing a private sector working group to develop strategies to further private and superannuation sector investment in nationally significant infrastructure (IA)	Increase private investment in infrastructure projects.	2011–14	The Infrastructure Finance Working Group was established in 2011 and the report <i>Infrastructure Finance and Funding Reform</i> released in June 2012. Relevant agencies are identifying options for implementation of its recommendations.
3.7	Work with states and territories to finalise the <i>National Ports Strategy</i> and implementation plan by August 2011 (IA)	Improve productivity, facilitate better long-term planning around ports and provide greater focus on performance of Australia's waterfront international gateways.	2011–14	Draft strategy was released in December 2010 and endorsed by COAG. Implementation of the strategy was endorsed by COAG in July 2012.
3.8	Continue to encourage best practice delivery of public private partnerships (PPPs) by the states and territories in infrastructure procurement where these provide value for money (IA)	Apply IA best practice PPP Guidelines in jurisdictions.	2011–14	The National PPP Working Group is developing options for refinement of National PPP Guidelines on discount rate methodology.

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	Initiatives	Aims	Timeframe	Progress
3.9	Implement governance reforms to enhance transparency in infrastructure planning, including a National Construction Schedule and post-build evaluation framework (IA)	Create a comprehensive schedule that details all large economic and social infrastructure projects to create greater certainty for industry and increased competition.	2012–	The National Infrastructure and Construction Schedule (NICS) was delivered with the support and input of States and Territories in 2012 and is ongoing.
3.10	Implement a new tax incentive linked to the National Priority List to encourage private sector investment in priority infrastructure (DIT, IA & Treasury)	Establish special tax provisions to improve certainty for private sector investment in nationally significant projects.	2011–14	The Australian Government is moving to finalise the draft legislation for public exposure before the end of the year.
3.11	<i>Digital Education Revolution</i> (DER) (DEEWR)	Contribute to sustainable and meaningful change to teaching and learning in Australian schools that will prepare students for further education and training and enable them to live and work in a digital world.	2008–12	<p>The Government is investing over \$2.1 billion to support the effective integration of information and communication technology (ICT) in schools in line with the Government's broader education initiatives, including the national Curriculum.</p> <ul style="list-style-type: none"> • The Department of Education, Employment and Workplace Relations is working closely with the Department of Broadband, Communications and the Digital Economy and schools authorities to ensure that the bandwidth needs of schools are understood through the progressive NBN rollout process. • In August 2012 the the Australian Government announced the successful pilot programs in the National Broadband Enabled Education and Skills Services Program. The pilot program will enable primary schools, high schools and universities to participate in 12 online education and training projects linked by the NBN.

Sustainability

4. Protect and sustain our natural and built environments by:

- Protecting and enhancing natural ecosystems
- Supporting sustainable development and refurbishment of our built environment

	Initiatives	Aims	Timeframe	Progress
4.1	Working with the community, Governments and industry to manage our natural resources through the <i>Caring for our Country Program</i> . (SEWPaC)	Achieve an environment that is healthy, better protected, well-managed, resilient and provides essential ecosystem services in a changing climate.	First Phase 2008–2013 Second Phase 2013–2018	<p>The first phase of the program invested over \$2 billion across six priority areas:</p> <ul style="list-style-type: none"> • National Reserve System; • Biodiversity and natural icons; • Coastal environments and critical aquatic habitats; • Sustainable farm practices; • Natural resource management in northern and remote Australia; • Community skills, knowledge and engagement. <p>Phase one is in its final year and the <i>Caring for our Country 2008–13 Achievements Report</i> is scheduled for release by June 2013.</p> <p>The second phase was approved in the 2012–13 Budget process. Consultations on the design of the second phase of <i>Caring for our Country</i> were undertaken from 21 June to 15 August 2012.</p>
4.2	Protect internationally significant species and areas through the application of the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth) (SEWPaC)	Increase environment and heritage protection and biodiversity conservation.	1999–	It is expected that amendments to the Act to implement the government response to the report of independent review of EPBC Act will be introduced to Parliament shortly.

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	Initiatives	Aims	Timeframe	Progress
4.3	Improving the efficiency of new buildings and major renovations through the <i>Building Code of Australia and Building Energy Efficiency Disclosure Act</i> (DCCEE)	Subject to a positive cost benefit analysis, improve the energy efficiency of Australian buildings.	2010–12	<p>The <i>Building Code of Australia</i> was amended in 2010 to increase the energy efficiency standard for residential buildings from five to six stars and to incorporate new standards for hot water systems and lighting. The standards for non-residential buildings were also increased.</p> <p>The <i>Building Energy Efficiency Disclosure Act 2010</i> came into effect in November 2010 and full disclosure has been mandatory under the Act since November 2011. More than 1200 Building Energy Efficiency Certificates were issued in the first year of full mandatory disclosure for commercial offices >2000 m² in area and these can be viewed publicly at www.cbd.gov.au. There are now more than 200 accredited assessors Australia-wide.</p>
4.4	Infrastructure Australia and Infrastructure Working Group to advise on strategies to maximise existing infrastructure assets and improve efficiency in transport, energy and water (IA)	Deliver improved energy and water efficiency in infrastructure.	2011–14	Infrastructure Australia released the <i>Efficiencies in Major Infrastructure Procurement</i> report in July 2012.
4.5	Invest \$29.2 million in the <i>Sustainable Regional Development</i> initiative. (SEWPaC)	Support better sustainability planning in regions that are experiencing high growth.	2011–14	<p>The Lower Hunter region is the first region to be included in this national program and the Australian Government is also working with the Queensland Government on regional sustainability planning and the Great Barrier Reef comprehensive strategic assessment.</p> <p>The Australian Government will be inviting other states and territories to nominate regions for inclusion in the program over the coming months.</p>
4.6	Invest an additional \$8m over two years for community based heritage projects to manage and conserve important heritage places, including provision to assist in the recovery from natural disasters such as floods, fire and storms. The program will include the existing National Historic Sites program. (SEWPaC)	Better protection and conservation measures of Australia's most significant historic national heritage; honour eminent Australians who have made a significant contribution to our nation; assist communities to tell their heritage stories; and enhance community engagement in heritage through celebrations and events.	2011–14	<p><i>Your Community Heritage</i> was announced by Minister Burke in May 2011.</p> <p><i>Your Community Heritage</i> is a new approach to supporting and protecting Australia's heritage that will enable local communities around Australia to celebrate their local heritage.</p> <p>235 projects received funding in 2011/12 under <i>Your Community Heritage</i>. The 2012/13 funding round is expected to open later in 2012 (or early 2013).</p>

5. Reduce greenhouse gas emissions and improve air quality by:

- Supporting low emission technologies
- Putting a price on carbon and facilitating regulatory reform

	Initiatives	Aims	Timeframe	Progress
5.1	Implement pricing and energy efficiency mechanisms for cost effective greenhouse gas emission reductions (DCCEE)	Use a market-based tool to drive economy-wide greenhouse gas reductions, energy efficiency and investment in renewable energy sources.	2011–13	The carbon pricing mechanism has been legislated and commenced on 1 July 2012. After an initial fixed-price period, a full emissions trading system is proposed to commence in 2015.
5.2	Support research and development of low emissions technologies, including Solar Cities, Smart Grid technology (DCCEE)	Enhance the efficiency of the nation's power grid and reduce household energy bills through increased use of solar energy; exert downward pressure on electricity prices by deferring electricity infrastructure upgrades; and increase the uptake of solar energy.	2011–14	The <i>Solar Cities Program</i> is a \$94m commitment to trial a range of energy efficiency initiatives across seven consortia throughout Australia. The program is due to finish on 30 June 2013 and during the final 12 months the Department will be analysing the energy data collected in conjunction with the CSIRO which is the senior research partner. In October 2012, the Solar Cities Program hosted a conference at the Brisbane Convention Centre, <i>Solar Cities Australia 2012</i> , on the results identified thus far in the program. Energy efficiency trials conducted include the use of solar PV, white roofs, home energy assessments, in-home-displays and smart meters and peak demand pricing trials.
5.3	<i>Green Vehicle Guide</i> website and mandatory fuel consumption labelling (DIT)	Enable consumers to continue to compare the relative environmental performance of new vehicles to improve the environmental performance of vehicles.	2012–	The <i>Green Vehicle Guide</i> was launched in 2004 and the requirement to affix a fuel consumption label to new vehicles was introduced in 2008. Both measures provide information about fuel consumption and CO ₂ emissions of new vehicles. Having access to information about the environmental performance of new cars allows consumers to make better informed choices when purchasing new vehicles.
5.4	Air pollution standards for light and heavy vehicles in Australia (DIT)	Reduce adverse health impacts of pollution from light and heavy vehicles.	2011–	The government has a long-standing policy of introducing increasingly stringent air pollution standards for light and heavy vehicles, in line with developments in technology and international standards. In 2011, the Government announced a move to more stringent standards (Euro 5) to reduce air pollution from light vehicles. The regulation applies from 1 November 2013 for new models and from 1 November 2016 for all models.

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	Initiatives	Aims	Timeframe	Progress
5.5	Introduce a carbon price from July 2012 (DCCEE)	Reduce Australia's greenhouse gas emissions and support the development of an effective global response to climate change.	2012–	Parliament passed the Clean Energy Legislative Package in late 2011. The carbon pricing mechanism commenced on 1 July 2012.
5.6	Investigate travel demand management policies, including fringe benefits tax, road pricing, transit lanes, telecommuting and flexible work arrangements (IA)	Ensure more efficient use of land transport infrastructure and reduction of transport-related emissions and pollution.	2012	Under the 2011–12 Budget, the vehicle fringe benefits tax was reduced to a single statutory rate of 20 per cent. Infrastructure Australia released its report on Private Financing Options for Upgrades in the M5 and F3–M2 Corridors in Sydney in July 2012. The Australian Government promoted teleworking through a November 2012 campaign.
5.7	Continue to support research and development of low emissions technology (DIIS RTE)	Ensure that innovative emission-reducing technologies are widely adopted by the Australian automotive industry.	2011–14	The government has a number of initiatives in place to support the development of low emissions technology across industry, including the R&D Tax Incentive and the Clean Technology Innovation Program (CTINNP). The CTINNP was launched in July 2012 to support applied R&D, proof of concept and early stage commercialisation activities to develop new clean technologies and associated services that reduce greenhouse gas emissions. Applications can be submitted at any time. Since its establishment in 2008 the <i>New Car Plan for a Greener Future</i> has supported the development of low-emissions technologies including the production of proof-of-concept electric Holden Commodores, more efficient vehicle batteries and fuel-efficient direct injection engines. Co-investment under the <i>New Car Plan</i> resulted in the development of the four-cylinder, turbo-charged EcoBoost engine by Ford, the local manufacture of the Hybrid Camry by Toyota, and the production of the fuel-efficient Cruze small car by Holden. The government provided \$26 million to the Automotive Cooperation Research Centre (CRC) in November 2011. Guided by the <i>AA2020 Automotive Technology Roadmap</i> , released in August 2010, the CRC will develop and commercialise low emission automotive technologies.
5.8	Introduce mandatory CO ₂ emissions standards for light vehicles (DIT)	Reduce the carbon emissions from light vehicles in Australia.	2010–15	The Department of Infrastructure and Transport is in the process of developing CO ₂ emissions standards for light vehicles. This work includes extensive consultation with stakeholders.

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	Initiatives	Aims	Timeframe	Progress
5.9	<i>Tax Breaks for Green Buildings policy</i> (DCCEE)	Achieve a significant improvement in the energy performance of existing commercial buildings.	N/A	As part of the 2012–13 Budget, the government decided not to proceed with this program.
5.10	Monitor progress towards achieving 20 per cent renewable energy by 2020 (DCCEE)	Increase investment in and contribution of renewable energy resources.	2010–20	<p>In 2009, the Government expanded the Renewable Energy Target (RET) which will ensure 20 per cent of Australia's electricity comes from renewable sources by 2020.</p> <p>The RET Scheme legislation specifies the amount of renewable energy to be generated by renewable energy power stations, for every year up to 2030.</p> <p>Since 2001 the annual targets have been met. The Climate Change Authority is currently undertaking an independent statutory review of the RET Scheme. Among other things, this is looking at how Australia is tracking towards the 2020 target.</p>

6. Manage our resources sustainably by:
- Reducing resource consumption and waste
 - Improving water, energy and food security

	Initiatives	Aims	Timeframe	Progress
6.1	<i>Implement the Water for the Future</i> program and COAG urban water reforms (SEWPaC)	To increase urban and rural water use efficiency.	2010–	Water efficiency and security in many cities and towns has improved, with Australian Government funding of over \$1.5 billion in research and infrastructure investments, including water recycling, stormwater harvesting and desalination projects. Residential water efficiency is also promoted through the national implementation of the Water Efficiency Labelling and Standards scheme.
6.2	Implement the <i>National Waste Policy: Less waste, more resources</i> , to set the direction of the nation's waste management and resource recovery (SEWPaC)	National coordinated action to reduce waste.	2010–	The <i>National Waste Policy Implementation Report 2011</i> was released in June 2012. The results showcase the clear benefits of a collaborative approach across government and industry. Highlights include: <ul style="list-style-type: none"> The <i>Product Stewardship Act 2011</i> came into effect on 8 August 2011, delivering on a key commitment by the Australian Government under Strategy 1 of the National Waste Policy. The Product Stewardship (Televisions and Computers) Regulations 2011 commenced on 8 November 2011. FluoroCycle commenced on 21 July 2010. Australian environment ministers agreed to the Australian Packaging Covenant on 1 July 2010.
6.3	Further strengthen the role for Infrastructure Australia in undertaking cost–benefit analysis of proposals for infrastructure funding that includes consideration of better use of water and energy in infrastructure (DIT)	Broaden use of cost–benefit analysis that incorporates externalities.	2011–14	Under the 2011–12 Budget, Infrastructure Australia's funding was increased by nearly 40 per cent to \$36 million over four years.

7. Increase resilience to climate change, emergency events and natural hazards by:

- Mitigating risks and adapting to change
- Incorporating climate change risks into infrastructure siting, design, construction and operation

	Initiatives	Aims	Timeframe	Progress
7.1	Australian Climate Change Science Program (ACCSP) (DCCEE)	To improve our understanding of the causes, nature, timing and consequences of climate change so that industry, community and government decisions can be better informed.	1989–13	The ACCSP has been running continuously since 1989. Research outcomes are published in peer-reviewed journals and contribute to reports such as the <i>Intergovernmental Panel on Climate Change Fifth Assessment Report</i> (due 2013–14). Information about the ACCSP, including annual reports of research conducted, is provided on the DCCEE and CSIRO websites.
7.2	National Strategy for Disaster Resilience (AG)	To provide high-level direction and guidance on how to achieve disaster resilient communities across Australia. The strategy includes steps to identify: <ul style="list-style-type: none"> • responsible land use planning to reduce the likelihood of hazards impacting communities; and • building standards to mitigate the likelihood of loss of life, as well as damage to and/or destruction of property and infrastructure. 	2011–	In June 2012 the Standing Council on Police and Emergency Management considered the <i>Enhancing Disaster Resilience in the Built Environment Roadmap</i> to improve the consideration of natural disaster hazards in land use planning and building code regulation. The Roadmap sets out a range of immediate and medium term activities to enhance disaster resilience in the built environment and identifies seven key areas for improvement: integrated legislation; process enhancements; comprehensive data and mapping; collaborative vendor disclosure; governance partnerships; lifelong education and training; and inter-jurisdictional collaboration. Ministers noted that successful implementation will lead to significant long term improvements to the resilience of Australian towns and cities.
7.3	Work with states and territories to develop guidance, including spatial mapping, to help reduce exposure of urban assets and infrastructure to climate change risks (DCCEE)	Develop nationally consistent approaches to data management and risk assessment methodologies, for consideration through COAG.	2011–14	On 16 November 2012 the Select Council on Climate Change agreed a coastal adaptation work plan that includes developing a coastal climate change knowledge strategy by 31 May 2013. The Adaptation Working Group is currently developing advice for the Select Council on Climate Change on which of the remaining national adaptation priorities require work plans.
7.4	Strengthen the role for Infrastructure Australia in undertaking assessments of infrastructure to consider whether proposals adequately deal with risk of climate change impacts (IA)	Improve standard of major infrastructure proposals submitted to IA to address climate change adaptation and mitigation.	2011–14	Infrastructure Australia is consulting with the Australian Green Infrastructure Council and reviewing whether their Infrastructure Sustainability assessment tool and/or ratings could be adopted for the purposes of project assessments.

Liveability

8. Facilitate the supply of appropriate mixed income housing by:

- Encouraging a range of housing types to suit diverse household needs across metropolitan areas
- Facilitating suitable accommodation for older people:

	Initiatives	Aims	Timeframe	Progress
8.1	Social Housing Initiative (SHI) to build 19,300 new social housing dwellings and repair or upgrade 80,000 homes \$5.6 billion (FaHCSIA)	Assess SHI dwellings for their proximity to services and amenities that are relevant to tenants' needs, such as transport, schools, shops, health services and employment opportunities. Assess dwellings for environmental sustainability. Reduce concentrations of disadvantage by creating mixed communities to improve social inclusion.	2008– 2012	At the end of May 2012, assessments of over 90 per cent of new social housing dwellings had been completed. The remainder of the program is due for completion by the end of 2012. Repairs and maintenance were undertaken on over 80,000 existing social housing dwellings. Over 12,000 of these would have been uninhabitable without this work. All repairs and maintenance projects were completed by June 2011.
8.2	<i>National Affordable Housing Agreement (NAHA)</i> \$6.2 billion (FaHCSIA)	Give all Australians access to affordable, safe and sustainable housing that contributes to social and economic participation.	2009–2014	The NAHA provides the framework for the Commonwealth and states and territories to work together to improve housing affordability and homelessness outcomes for Australians. The <i>NAHA Performance Report: 2010–11</i> was released in June 2012.
8.3	<i>National Disability Strategy</i> to meet the diverse needs of people with disability and their carers (FaHCSIA)	Guide government activity to improve outcomes for people with disability, their families and their carers.	2011–21	The <i>National Disability Strategy</i> was formally endorsed by COAG on 13 February 2011 and launched by the Australian Government on 18 March 2011. The Australian Government has been working in conjunction with state and territory governments to prepare a national action framework for implementing and evaluating the strategy. A first report on the strategy will be presented to COAG shortly.
8.4	<i>National Partnership Agreement on Homelessness (NPAH)</i> \$1.1 billion, together with the states and territories (FaHCSIA)	Provide new and better integrated accommodation and support services for homeless people.	2009–2013	At 31 March 2012, 400 new dwellings across Australia for individuals and families experiencing homelessness had been completed under the <i>A Place to Call Home</i> initiative of the NPAH. In relation to support services, a total of 240,000 instances of assistance have been provided to people who are homeless or at risk of homelessness since the NPAH commenced in 2009.

Continued

	Initiatives	Aims	Timeframe	Progress
8.5	<i>National Partnership Agreement on Social Housing</i> \$400 million (FaHCSIA)	Build new social housing dwellings. Adherence to universal design standards is encouraged as one of five additional criteria for proposed social housing projects.	2008–2012	Under the <i>National Partnership Agreement on Social Housing</i> , over 1900 new social housing dwellings will be built. At the end of May 2012, over 93 per cent of dwellings had been completed. The remainder of the program is due for completion by the end of 2012.
8.6	Ensure Australian Government social housing outlays are consistent with objectives of the National Urban Policy, with a focus on supplying a mix of appropriate, adaptable housing located close to city centres and public transport (FaHCSIA)	Align housing infrastructure outlays with National Urban Policy.	2011–14	Stage 2 of the Social Housing Initiative set baselines for the distance of dwellings from services and transport. Over 12,000 dwellings had to be less than 1 kilometre from the nearest business district and over 6,000 had to be within 200 metres of transport. To date these baselines are being met.
8.7	Examine opportunities for reform through the COAG Housing Supply and Affordability Reform agenda (Treasury)	Examine the housing supply pipeline and government policies that may act as barriers to supply or that stimulate demand for housing, in particular focussing on land supply, infrastructure cost recovery, and land-use planning and approval processes.	2010–12	COAG agreed to the recommendations of the Housing Supply and Affordability Reform (HSAR) Working Party. The HSAR report was published on the COAG website on 30 August 2012.
8.8	Ensure housing assistance is adequate, targets those in need and supports participation incentives (FaHCSIA)	Provide adequate housing assistance.	2011–14	<p>The Henry Tax Review recommended that Commonwealth Rent Assistance be:</p> <ul style="list-style-type: none"> increased and indexed in line with rents paid made into a separate income support payment, with eligibility based on income and rent, to improve targeting extended to public housing tenants, with recipients paying rents reflecting market rates, subject to gradual transitional arrangements supplemented with a high-need housing payment for providers with tenants with high/special housing needs or who face discrimination in private market. <p>The government is currently considering these recommendations.</p>

Continued

	Initiatives	Aims	Timeframe	Progress
8.9	Ensure that social housing programs support the age-friendly objectives of the National Urban Policy, including progressively increasing the supply of adaptable housing that is built to universal design standards to ensure access for the elderly and people with disabilities (FaHCSIA)	Support the delivery of high-quality accessible dwellings.	2011–14	Stage 2 of the Social Housing Initiative set baselines for dwellings meeting minimum universal design elements to make properties more accessible to people who are ageing or live with disability. These baselines are being met, with over 15,000 dwellings meeting universal design principles.
8.10	Encourage ageing in place, including through adaptable and accessible housing requirements; encourage socially inclusive housing that is integrated with surrounding community facilities (DoHA)	Support the incorporation of planning for aged care residences and facilities throughout the urban planning process, giving immediate priority to aged care developments being integrated into urban areas. Revise planning process for future urban planning to include assessments for a full continuum of housing for ageing Australians.	2011–14 For inclusion in 2012 Aged Care Approvals Round	Over the next 10 years the government will significantly increase the number of aged care services across Australia, including by providing more than 65,200 new residential aged care places by 2021–22, on top of the 191,500 residential places currently available. New aged care places, as they become available, are all allocated through the competitive process called the Aged Care Approvals Round (ACAR). This competitive process takes into account local aged care needs in a given region and will see significant numbers of new residential aged care services being made available for older Australians over the coming decade.
8.11	Examine the extent to which the housing market is meeting demand for a range of housing types that suit diverse household needs (Treasury)	Identify and analyse the balance between housing demand and supply, and the implications for housing affordability.	2008–	The National Housing Supply Council's annual State of Supply Reports aggregate and assess information from all levels of government and the private sector on the supply and demand for housing.

9. Support affordable living choices by:

- Facilitating compact mixed use development in appropriate locations
- Supporting equitable distribution of employment, facilities and services

	Initiatives	Aims	Timeframe	Progress
9.1	National Rental Affordability Scheme (NRAS) (FaHCSIA)	Increase the supply of new affordable rental housing, reduce rental costs for low and moderate income households and encourage large-scale investment and innovative delivery of affordable housing.	2008–	New dwellings continue to be delivered into the program. At 31 May 2012, 8,424 NRAS dwellings were tenanted or available for rent. A further 32,126 are due to be delivered by 2015–16. Participation in the program by not-for-profit and for-profit organisations remains strong and stakeholders are keenly anticipating the allocation of remaining NRAS incentives, of which there are around 10,000.
9.2	Liveable Cities program \$20 million Macquarie Point redevelopment \$50 million (DIT)	Improve the capacity of the 18 capital and major regional cities to undertake strategic planning. Support the development of demonstration projects that facilitate urban renewal and strategic urban development and encourage partnerships between all levels of government to foster innovative solutions.	2012–14	In April 2012 the Minister for Infrastructure and Transport, approved funding for 25 projects –18 planning and design and seven demonstration projects. Agreements are being put in place with successful proponents, with a number of projects now well underway. In June 2012 the Australian Government entered into an agreement with the State of Tasmania to contribute \$50 million to remediate land at Macquarie Point Hobart for the purpose of facilitating redevelopment of the land, consistent with National Urban Policy goals and objectives.
9.3	Consider best use of Commonwealth-owned land to support the supply of housing; improve community amenity and jobs creation through Commonwealth Property Disposals Policy (CPDP) (Finance)	Demonstrate best practice in disposal of Commonwealth-owned land and assets to support objectives and criteria of National Urban Policy and COAG city reforms.	2014–17	The Australian Government undertakes an annual Land Audit of Commonwealth Properties which aims to identify surplus Commonwealth land available for disposal under the CPDP. Since 2007, the Australian Government has agreed to 61 Commonwealth land transactions totalling an estimated area of 8253 hectares. Several of these transactions have resulted in an increase in the supply of housing, including a range of different dwelling types and affordable housing; community amenity; and job creation.

10. Improve accessibility and reduce dependence on private motor vehicles by:

- Improving transport options through active and public transport
- Reducing travel demand

	Initiatives	Aims	Timeframe	Progress
10.1	<i>Economic Stimulus Plan</i> , National Bike Paths Projects \$40 million (DRALGAS)	Support and create jobs and improve skills as part of the Jobs Fund by funding projects that build community infrastructure and create social capital in local communities.	2008–13 (Fund completely allocated)	The National Bike Path Projects provided funding of \$40 million for 166 projects, of which 155 have been completed. This provided approximately 600 kilometres of new and upgraded bike paths and associated infrastructure, as well as supporting up to 1875 jobs in local communities across Australia.
10.2	<i>National Cycling Strategy</i> (DIT)	Double the number of cyclists between 2011–2016.	2011–16	The 2011 National Cycling Participation Survey found that 17.8 per cent of the population or more than four million Australians ride a bicycle in a typical week. An implementation report has now been released by AUSROADS.
10.3	Monitor and report on progress towards achieving national cycling target to double number of cyclists by 2016 (DIT)	Ensure that policy and associated actions are evaluated and effective in progressively meeting target.	2011–16	The Australian Bicycle Council prepared a benchmark report on 2011 cycling participation from a survey of 10,000 households around Australia. The survey will be repeated in 2013 and 2015 to track progress against the target. A 2012 implementation report has also been released.
10.4	Incorporate active travel into the Department of Infrastructure and Transport portfolio (DIT)	Ensure that infrastructure needs of pedestrians and cyclists are mainstream departmental activities.	2011–17	<i>Walking, Riding, and Access to Public Transport</i> , a draft report for discussion, was released in October 2012. The paper explores how the Australian Government can work with other levels of government, businesses and the community to encourage and support walking and riding as part of the transport systems in each of Australia's cities and towns.
10.5	Work with state and territory governments to improve accessibility and mobility in cities, including more compact and mixed-use development, improved public transport and active transport options, and more efficient use of infrastructure assets (DIT)	Enable more efficient movement of people and goods.	2011–17	The Transport and Infrastructure Senior Officials Committee (TISOC) Cities Group has been established to deliver on the Standing Council on Transport and Infrastructure's objective to achieve a co-ordinated and integrated national transport and infrastructure system that is efficient, safe, sustainable, accessible and competitive. The Cities Work Plan was approved by SCOTI in November 2012.
10.6	Implement urban-related recommendations from the Tax Summit (DIT)	More efficient use of land transport infrastructure, and reduction of transport-related emissions and pollution.	2011–14	Infrastructure Australia continues to promote the implementation of the transport-related tax reforms, particularly those that would replace taxation measures with user charging.

11. Support community wellbeing by:

- Providing access to social and economic opportunity
- Improving the quality of the public domain
- Improving public health outcomes

	Initiatives	Aims	Timeframe	Progress
11.1	Australian National Preventive Health Agency (ANPHA) established (DoHA)	Promote and guide the development, application, integration and review of public, organisational and community-based prevention and health promotion policies.	2011–16	ANPHA, as an inter-jurisdictional agency, was established on 1 January 2011 to meet the challenges of obesity (including physical inactivity), harmful alcohol consumption and tobacco. ANPHA is working with the Infrastructure and Transport portfolio to consider the relationship between health and the built environment.
11.2	<i>National Compact with the Third Sector</i> – a high-level, aspiration-based agreement (FaHCSIA)	Strengthen the not-for-profit sector to provide support for people in need. Set out how government and the sector want to work together in new and better ways to improve the lives of Australians.	2008–	FaHCSIA is committed to supporting the principles of the National Compact and, through improvements to our program business model, significant progress continues to be made to reduce the administrative burden on organisations. FaHCSIA is currently undertaking a review that aims to enhance relationships with not-for-profit organisations and reduce their reporting burden.
11.3	Regional Local Community Infrastructure Program (RLCIP) (DRALGAS)	Support local jobs and provide long-term benefits to communities by assisting councils to build and modernise local infrastructure.	2008–2011	In 2010–11 the Department for Regional Australia, Local Government, Arts and Sport administered \$312.7 million relating to 1,428 projects under the \$1.1 billion RLCIP. Final funding agreements were established for the last round of the RLCIP relating to over 6,200 projects that meet infrastructure needs identified by local councils.
11.4	Healthy Spaces and Places (HSP) – A national guide to designing places for healthy living (DoHA)	Encourage healthy living and support inclusion through the built environments where Australian people live, work and play.	2010	The HSP project involved the development and promotion of a web-based national planning guide with practical tools, case studies and guidelines to assist planning and design practitioners to incorporate active living principles into the built environment.
11.5	Develop an Australian Urban Design Protocol and support best practice with industry practitioners (DIT)	Strengthen and support COAG city planning reform criterion 8: 'To encourage best practice urban design and architecture'.	2011–12	<i>Creating Places for People</i> was launched in November 2011. It is a collaborative commitment to best practice urban design in Australia. The protocol provides broad principles for urban design that take into account the unique characteristics of a location and people's enjoyment, experience and health, and encourages excellence and collaboration in the design and custodianship of urban places.

Continued

	Initiatives	Aims	Timeframe	Progress
11.6	<i>National Partnership Agreement on Preventative Health</i> (NPAPH), including the Healthy Communities grants program. (DoHA)	Directly fund local governments to deliver programs and activities that seek to reduce the prevalence of overweight, obesity and lifestyle-related chronic disease.	To 2013	<p>Healthy Communities provides 92 grants to Local Government Areas across Australia to implement a range of healthy lifestyle programs and activities with a particular focus on adults predominantly not in the paid workforce. Grants have been rolled out across three phases and all projects have now commenced.</p> <p>Healthy Communities is supported by six funded National Program Grants to expand the delivery of proven and effective healthy lifestyle programs in every state and territory and develop a Healthy Communities Quality Framework, which includes, for example, consideration of physical environments that encourage exercise as part of normal daily activities.</p>

Governance

12. Improve the planning and management of our cities by:

- Facilitating a whole-of-governments approach and commitment to cities and regions
- Integrating planning systems, infrastructure delivery and management
- Encouraging best practice governance and applying the principle of subsidiarity

	Initiatives	Aims	Timeframe	Progress
12.1	COAG capital city strategic planning systems reform process to have long-term strategic plans by January 2012 (COAG)	Ensure that Australian cities are globally competitive, productive, sustainable, liveable and socially inclusive and are well placed to meet future challenges and growth.	2009–12	The COAG Reform Council Review of capital city strategic planning systems report was released to governments in December 2011 and to the public in April 2012. All governments actively participated in the review, but no city strategic planning system was wholly consistent with all COAG criteria. COAG agreed to continued intergovernmental collaboration and that further work on cities would be taken forward by the COAG Standing Council on Transport and Infrastructure.
12.2	Ensure that Commonwealth policies, investment and other activities across government: <ul style="list-style-type: none"> • meet the principles and objectives of the National Urban Policy and COAG reforms • co-ordinate across Australian Government agencies • co-operate and partner with state and local governments, businesses and the community. (DIT)	Demonstrate best practice in Australian Government policies, activities, assets and investments towards meeting the objectives of the National Urban Policy and COAG city reforms.	2011–14	The Department of Infrastructure and Transport is continually engaged with stakeholders from across governments, business and the community to achieve the principles and objectives of the National Urban Policy. To assist in meeting the principles and objectives of the National Urban Policy, the Department has also convened: <ul style="list-style-type: none"> • the Commonwealth Group on Cities to achieve co-ordination across Commonwealth agencies • the TISOC Cities Group to encourage governments to continue to share examples of best practice in strategic city planning to support ongoing national improvement in line with the recommendations of the COAG Reform Council's <i>Review of capital city strategic planning systems</i> • the Urban Policy Forum to maintain constructive engagement with stakeholders that are not formally linked into COAG, including representatives from business and the community.

Continued

	Initiatives	Aims	Timeframe	Progress
12.3	Seek support of states and local governments, through COAG, to expand the use of national criteria for capital city strategic planning systems to planning of regional major cities (DIT)	Implement best practice strategic planning to benefit all major cities.	2011–14	<p>The Transport and Infrastructure Senior Officials Committee (TISOC) has established the TISOC Cities Group to progress the COAG cities agenda through the Standing Council on Transport and Infrastructure (SCOTI).</p> <p>Membership includes representatives from all Australian states and territories and the Australian Local Government Association.</p> <p>The Liveable Cities Program has supported a number of regional cities to improve their strategic planning in accordance with the COAG criteria.</p>

13. Streamline administrative processes by:

- Improving the effectiveness and efficiency of approval processes for development
- Encouraging participation and engagement with stakeholders

	Initiatives	Aims	Timeframe	Progress
13.1	Microeconomic reform agenda	Boost productivity and economic growth.	Ongoing	COAG has referred the microeconomic reform agenda as it relates to housing supply and affordability to SCOTI. It is now included in the Cities Work Plan agreed by SCOTI in November 2012.
13.2	Local Government Reform Fund (DRALGAS)	Improve the asset and financial management capabilities of councils around Australia. Encourage greater collaboration between councils. Provide for nationally consistent data to enable the performance of councils to be measured.	2009–11	Under the Local Government Reform Fund, the Australian Government has provided \$17.5 million to local governments for 18 projects.
13.3	Ministerial council on infrastructure and transport to include planning ministers	Integrate infrastructure and planning reforms and actions.	2011–	The Standing Council on Transport and Infrastructure (SCOTI) (formerly known as the Australian Transport Council) was established in September 2011 and brings together Commonwealth, state, and territory (and New Zealand) ministers with responsibility for transport, planning and infrastructure issues, as well as the Australian Local Government Association.
13.4	Urban Policy Forum established to advise on National Urban Policy implementation (DIT)	To maintain constructive engagement with stakeholders that are not formally linked into COAG, including representatives from business and the community.	2011–12	The Urban Policy Forum was launched by the Hon Anthony Albanese MP, Minister for Infrastructure and Transport, on 20 Jan 2012, and meets twice yearly with sub-committees established as needed.
13.5	Continue to provide funding to local government, including for community infrastructure (DRALGAS)	Provide incentives and resources to local government for infrastructure that aligns with the aims of the National Urban Policy.	2011–14	Rounds 1 and 2 of the Regional Development Australia Fund are delivering capital infrastructure projects identified as priorities by local communities across Australia. Local governments were eligible to apply to the Liveable Cities Program and partnerships between local and State Governments were encouraged.

Continued

	Initiatives	Aims	Timeframe	Progress
13.7	Support local government to undertake reforms to streamline administration and development approvals, and implement strategic spatial planning, in accordance with the National Urban Policy goals and objectives (DIT)	Support the creation of robust local government with adequate capabilities in the areas of financial management and strategic and spatial planning to enable them to make strong contributions to the objectives of the National Urban Policy.	2011–14	The Australian Local Government Association is a member of the Transport and Infrastructure Senior Officials Committee (TISOC) Cities Group, established by the Transport and Infrastructure Senior Officials Committee (TISOC) to progress the COAG cities agenda through the Standing Council on Transport and Infrastructure (SCOTI). Local governments also have a number of representatives on the Urban Policy Forum.
13.8	Monitor progress towards implementation of the National Urban Policy goals and objectives, and report on actions and outcomes (DIT)	Deliver on National Urban Policy goals and objectives through an effective package of actions.	2011–17	This appendix of the <i>State of Australian Cities 2012</i> report illustrates how the Australian Government is aligning its cities-related policies and programs with the National Urban Policy.

14. Evaluate progress against performance by:

- Reporting, analysis and research

	Initiatives	Aims	Timeframe	Progress
14.1	Build on <i>State of Australian Cities 2010</i> by publishing annual updates to track progress in achieving objectives (DIT)	Provide information on cities to guide community discussion and policy development and allow users to measure the effectiveness of the National Urban Policy and associated actions.	2011–	The second State of Australian Cities report was released in October 2011 and this 2012 report is released in December 2012. The 2010 and 2011 reports have been collectively downloaded just under two million times.
14.2	Include research on urban systems, environments and communities in the National Research Priorities (NRPs) (DIISRTE)	Recognise and support urban research as a national research priority.	2011–	The Cooperative Research Centre (CRC) for Water Sensitive Cities and the CRC for Low Carbon Living were announced in November 2011. The CRC for Water Sensitive Cities was granted \$30 million and will deliver the socio-technical urban water management solutions, education and training programs, and industry engagement required to make Australian towns and cities water sensitive. The CRC for Low Carbon Living secured \$28 million in funding and will to provide government and industry with social, technological and policy tools to overcome identified market barriers preventing adoption of cost effective low carbon products and services, while maintaining industry competitiveness and improving quality of life.
14.3	Produce spatial reports on land use and infrastructure (DIT)	Improve understanding of the economic and social dynamics of cities to underpin evidence-informed urban policy.	2011–13	See 1.9
14.4	\$10.1 million for a new <i>Measuring Sustainability Program</i> to establish a National Sustainability Council and a set of Sustainability Indicators to highlight key trends and emerging sustainability issues for policy and decision makers and communities (SEWPaC)	Better information to inform policy and decision-making.	2011–	National Sustainability Council was established and sustainability indicators announced in October 2012. The National Sustainability Council will report against the sustainability indicators every two years.

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