

State Budget Submission

2015-2016



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About RAC

RAC represents the interests of more than 800,000 Western Australians and is the leading advocate on the mobility issues and challenges facing our State. A key role for the RAC has always been to act as a voice for our members and as a strong public advocate on the mobility issues which affect Western Australians. The RAC collaborates with Government and other organisations to ensure safe, accessible and sustainable mobility options are available for our members and the community.

The RAC aligns its activities with the following three themes:

- » **Safety** – A safe mobility system can be defined as a system that outperforms national and international safety benchmarks. It encompasses safer drivers in safer cars on safer roads.
- » **Accessibility** – To have a cost efficient, convenient and reliable commuter network is an essential part of personal mobility.
- » **Sustainability** – Sustainable mobility is broader than the environmental aspects of mobility: it encompasses the mobility needs of current and future generations.

We reinvest our profits for the benefit of our members, including exclusive discounts from our retail partners. RAC also supports several major sponsorship programs including the RAC Rescue helicopter as well as a number of grass roots community projects.



Executive summary

We face an enormous challenge in delivering the infrastructure and services we need to keep Western Australians moving in a safe, efficient and sustainable way around our communities, cities and towns, and our State.

The 2015-2016 Budget is an opportunity for the State Government to signal its commitment to the essential programs and projects which will help keep road users safe and meet the increasing demands being placed on our road and public transport system.

It is evident that to meet the challenges ahead, and to offset the escalating economic and social costs brought on by road trauma and congestion, we must step-up rather than scale back our investment in infrastructure and initiatives.

The RAC considers the key priorities for the 2015-16 State budget to be:

- » A renewed and improved commitment to reducing deaths and serious injuries on our roads;
- » Sustained and wide spread investment in the public transport network;
- » Investment in road projects to improve the operation of the existing network;
- » A commitment to keep the cost of motoring down;
- » Support for the provision of infrastructure to service alternative vehicle technologies including the expansion of public electric vehicle charging facilities; and
- » The accelerated delivery of safe infrastructure for pedestrians and cyclists.



Photograph: Matthew Poon

Safe

1. Road safety governance

In 2013, on average, Western Australia (WA) recorded one road death nearly every two days. Based on 2013 figures, at least 30 additional lives would need to be saved each year for WA to come into line with the 2013 national road fatality rate.

As a State, we need to ensure we do everything we can to bring WA's road fatality rate down. There must be a renewed and improved commitment to reducing the number of Western Australians killed and seriously injured on our roads.

The RAC calls on the Government to:

- » Commit to changing the road safety governance structure in WA aligned to the RAC's response to the Browne Review of Road Safety Governance;
- » Allocate all Road Trauma Trust Account (RTTA) funds (balance at 1 July 2014 was \$80million) each financial year to road safety projects; and
- » Release a complete list of RTTA funded commitments to increase transparency and accountability.

2. The safe system

2.1 Safer roads

In 2013, 45 per cent of all fatalities in WA occurred on regional roads. This is despite only 22 per cent of the population living in regional WA.

In 2009 the Western Australian Auditor General identified that the State was facing an \$800 million maintenance backlog and it is widely recognised that across the State, the condition of the regional road network is in decline. Narrow seal, poor surface condition and hazardous roadsides are common complaints from regional road users.

The 2014 RAC Risky Roads campaign also received more than 5,000 nominations from across the State highlighting the poor condition of metropolitan and regional roads.

While these challenges cannot be resolved within the scope of one budget, the Government must signal its commitment to embark on a major long-term effort to maintain and improve the regional road network.

The RAC calls on the Government to:

- » Address the road maintenance backlog by reversing cuts in road maintenance funding announced in 2014 and increasing investment into metropolitan and regional roads;
- » Reverse the decision by the State Government to cut the level of road funding provided to local governments;
- » Commit to increasing the provision of red light and speed cameras at all significant metropolitan intersections;
- » Improve the ease with which local government can directly apply for funding from the RTTA;
- » Fund a rolling program of Road Safety Audits so that every major regional road is audited at least every five years; and
- » Continue and expand investment from the State's Royalties to Regions to fund regional road improvements.

2.2. Safer cars

The RAC supports the Australasian New Car Assessment Program (ANCAP) and the Used Car Safety Ratings program. ANCAP is an independent vehicle safety advocate which crash tests and rates new vehicles to provide consumers with transparent advice on vehicle safety. According to ANCAP vehicle occupants have twice the chance of being killed or seriously injured in a vehicle rated 1 star compared to a 5 star rated vehicle.

By supporting ANCAP, the RAC encourages vehicle manufacturers to incorporate safety features into new car design and educates consumers to prioritise safety when they are purchasing a new car.

To demonstrate our own commitment to vehicle safety, the RAC will not insure or finance any 2012 and beyond manufactured vehicles which have been rated by ANCAP and don't achieve safety ratings of 4 or 5 stars.

The RAC calls on the Government to:

- » Introduce the mandatory display of ANCAP vehicle safety ratings at the point of sale; and
- » Identify and fund initiatives that will encourage businesses to purchase five-star rated passenger vehicles for their vehicle fleets.

2.3 Safer road users

2.3.1 Drivers

WA's annual fatality rate at the end of September 2014 was 6.5 fatalities per 100,000 persons. This is above the national rate of 5.0 and well above Victoria's national leading rate of 4.3.

A number of factors contribute to the number of serious crashes. Of note, the impact of driver distraction is now comparable to that of speed and alcohol. In 2013, 16 per cent of fatal crashes were attributed to inattention and fatigue, while 41 per cent were attributable to alcohol, speed and drugs.

Following a crash, those injured need the best possible care as quickly as possible. The RAC Rescue helicopter flies critical care paramedics to an emergency incident and then transport the injured directly to a hospital.

The RAC welcomed the State Government's decision in 2013-2014 to allocate \$15.3million from Royalties for Regions to a new service based in the South West.

The RAC calls on the Government to:

- » Increase on-road protection for emergency service, road-side and breakdown response workers;
- » Trial low cost solutions to raise driver awareness of, and encourage drivers to maintain, safe following distances, such as pavement markings and variable message signs;
- » Increase the number of hours allocated to traffic duties by Police and publish the number of hours spent on traffic enforcement on a quarterly basis;
- » Adequately resource Police to test a baseline of 1.5 breath tests per licensed driver per year;
- » Adequately resource Police to significantly increase the volume of random drug testing;
- » Fund regular high profile community awareness campaigns and school programs on road safety; and
- » Continue to fund and deliver a first class aeromedical and search and rescue helicopter based in the South West with the service operational as soon as possible.

2.3.2 Heavy vehicle drivers

Heavy vehicles are an important part of the Western Australian economy. As the State's economy and population grows so does the necessity to move freight. In WA, economic and population growth has generated additional freight faster than the rate at which the transport infrastructure required to move it has developed.

The mix of heavy and light vehicles on major metropolitan arterials as well as, regional roads is a concern. In the 12 months ending June 2014, there were nine fatalities involving articulated trucks in WA, two fatalities involving heavy rigid trucks and two fatalities involving a bus¹.

Driver fatigue is an area of particular concern and providing adequate road side amenity and rest stops for truck drivers for whom driving long distances is an imperative.

The RAC calls on the Government to:

- » Provide funding for additional truck driver stops and road side amenities.

2.3.3 Motorcycle and scooter riders

Between 2009 and 2014, WA recorded a 41.3 per cent increase in motorcycle registrations. This was the highest rate of increase in Australia².

Overall, motorcycles make up 5.5 per cent of licensed motorised vehicles, yet in 2013 they accounted for 15 per cent of the State's fatalities. In 2014 (year to 1 December), in the metropolitan area 32 per cent of fatalities were motorcycle riders or passengers. Improving motorcycle safety must be a major road safety priority.

The RAC calls on the Government to:

- » Fund public awareness and education campaigns on motorcycle and scooter safety.

2.3.4 Cyclists

According to the 2013 Austroads National Cycling Participation Survey, 405,000 Western Australians ride a bike each week. Fixed counters on Perth's Principal Shared Paths clocked 4 million trips in the 2013 financial year- up almost 30 per cent since 2010/11. Cyclists remain a highly vulnerable road user group. For more people to choose cycling as a safe and viable transport option, accelerated investment in infrastructure and behavioural programs that facilitate safer cycling is vital.

The RAC calls on the Government to:

- » Increase funding for public awareness and education campaigns on sharing the road to highlight cycling safety; and
- » Increase funding to expand active transport initiatives at the Department of Transport.

¹ BITRE, Fatal Heavy Vehicle Crashes Australia quarterly bulletin April-June 2014
² ABS 9309.0 - Motor Vehicle Census, Australia, 31 Jan 2014



Improvements to cycling infrastructure are also critical to improve cycling safety (refer to section 4.3 *A Better Cycling Network*).

2.3.5 Pedestrians

In 2013, there were 31 pedestrian fatalities equating to 29 per cent of all metropolitan fatalities.

The RAC welcomes the trial of pedestrian countdown timers in the City of Perth. Research has shown that such timers can have considerable safety and amenity benefits for pedestrians, as well as improving the efficiency of signal operations.

The introduction of self-enforcing 30km per hour zones in areas where there is higher potential for conflict with pedestrians has also proven effective, both nationally and internationally, in helping to create safer and more pedestrian-friendly environments. For these zones to work however, it is essential that they are re-designed to help increase compliance with the lowered speed limits.

The RAC calls on the Government to:

- » Fund a program to rollout pedestrian countdown timers at intersections in areas of high pedestrian demand, following and subject to, successful completion of the current trial;
- » Fund a trial of self-explaining, and thus self-enforcing, 30km per hour zones in appropriate residential areas; and
- » Fund public awareness and education campaigns related to pedestrian safety.

Improvements to walking infrastructure are also critical to improve pedestrian safety (refer to section 4.4 *A Better Walking Network*).

Accessible

3. The cost of motoring

In addition to other transport modes, motoring is and will remain integral to the mobility of Western Australians and not surprisingly, the cost of motoring is a 'high priority' issue for RAC members. Overall, taking into account costs including depreciation, licensing, vehicle registration and insurance, fuel and servicing costs, an average medium sized car such as a Toyota Camry Atara cost consumers \$11,314 per year to run in 2014³. This represents an increase of \$241 compared to the same vehicle in 2013.

Increases in the cost of motoring adds pressure to household budgets which are already under strain from the high cost of living brought on by WA's poor housing affordability.

Motor vehicle registration and drivers licence fees increased by 5 per cent from July 1, 2013 and compulsory third party vehicle insurance increased by 4.1 per cent from January 1, 2014.

Additional increases were announced in the 2014-15 State budget released in May 2014, whereby the total average percentage change in Motor Vehicle tariffs, fees and charges increased 12.43 per cent, comprising:

- › Vehicle licence charge – 24.7 per cent increase⁴.
- › CTP insurance – 3.7 per cent increase.
- › Drivers licence charge – 3 per cent increase.

In 2012, the RAC forecast that there would be an additional one million vehicles in WA by 2020. In this context, the total State Government revenue received from vehicle registrations and licence fees will continue to rise.

The RAC calls on the Government to:

- » Cap any increase to passenger vehicle registration and licence fees to the rate of inflation; and
- » Guarantee that in moving to a 'no fault' scheme, any increases in the cost of CTP will be validated.

4. Reducing the cost of congestion – road, public transport and cycling investment

It has been forecast that congestion will cost the Western Australian economy \$2.1 billion by 2020. Congestion is harming the State's productivity and profitability, and is taking a toll on commuters and families.

In 2013, a survey of nearly 700 RAC members on congestion impacts revealed that most respondents reported a loss of family time, increased stress and lower productivity at work. Similarly, in 2013, the second survey of more than 400 businesses by the Chamber of Commerce and Industry WA (CCIWA) and RAC revealed 83 per cent of respondents believe traffic congestion is having a negative impact on their operations.

It is clear there is no single solution to fix congestion and a suite of measures will be needed – sustained and widespread investment in public transport, better cycling infrastructure, targeted investment in the operation of our road network and the evolution of a more compact, consolidated and connected city.

4.1 A smarter road network

According to the Australian Bureau of Statistics, Perth's population will overtake Brisbane just before 2030. In addition it is estimated that at least 3.9 million, or a maximum of 5.4 million people, could call Perth home by 2050.

Our road network will always be critical to facilitating mobility in the State. However, the reality is that the road network alone cannot accommodate the demand being placed on it. It is well understood that we cannot meet all of our transport needs by expanding the road network and there is a need to make better use of the infrastructure we already have.

To reduce congestion and road crashes, and to improve fuel efficiency, more needs to be done to better utilise new and emerging technology solutions in concert with better coordinated traffic management and road works planning.

A two year study initiated by the RAC, in partnership with Main Roads WA, successfully demonstrated that significant efficiencies could be achieved through an alternative approach to traffic signal retiming, without the need for costly civil works. The alternative approach used a type of software called micro-simulation modelling as an additional step in the traffic signal retiming process.

³ Source: RACWA 2014. Vehicle Operating Costs survey.

⁴ Takes into account the abolition of the private vehicle concession.

The study, which focused on the Orrong Road corridor, between Francisco Street and Oats Street, tested recommended signal timings on the ground and these resulted in:

- › a reduction in average vehicle queue lengths of up to 34 per cent;
- › up to 20 per cent improvement in journey times; and
- › up to a 10 per cent increase in the volume of vehicles which could pass through the trial area in the peak direction of travel for typical commuting trips.

Whilst optimum signal timings will differ from location to location, the approach adopted for the study can be applied more widely to help improve traffic conditions across the network.

The RAC calls on the Government to:

- » Provide funding to enable the implementation of Main Roads WA's Intelligent Transport Systems (ITS) Master Plan, including funding a trial of Managed Motorways principals and technologies; and
- » Increase funding to better resource traffic signal operations, including to enable increased active traffic management.

Improvements to regional roads are also critical (refer to Section 2.1 *Safer Roads*).

4.2 A better public transport network

Good cities need effective public transport. It allows people to interact, to work, to study and to play, all of which directly impact on health and wellbeing, the economy and the environment.

By 2031, Perth's public transport system will be required to carry more than twice as many people as it does now. However, there is a significant gap between the community's growing appetite for public transport and the capacity of the existing funding approaches to deliver this infrastructure.

Increasing Employment Self-Sufficiency – or locating jobs near to where people live – is identified in *Directions 2031*, the State Government's spatial framework and strategic plan, as a key strategy to reduce the distance people need to travel. However, a recent report by the RAC highlighted that a lack of rapid transport connections to activity centres is acting as a major barrier to the decentralisation of workplaces.

Investment in public transport has been demonstrated to create jobs, and training and business opportunities for companies of all sizes, in all types of sectors. Public transport connects people and puts workers within easier reach of new or existing labour markets; the pressure on existing road and rail networks is relieved and the associated near-station regeneration has the potential to leave a legacy of economic sustainability.

Light Rail

The State Government's Public Transport Plan described the MAX light rail as 'transformational' and the RAC believes that city-shaping infrastructure projects like MAX are critical for the future of Perth. Given the long lead-in and delivery time for major public transport projects the decisions we make now are crucial.

The RAC calls on the Government to:

- » Reinstate the \$2b MAX light rail project across the forward estimates; and
- » Allocate funding to the MAX light rail connection from Victoria Park Transfer Station to Curtin University.

Heavy Rail

The only heavy rail line expansion planned by the State Government before 2021 is the Airport Rail Link. Heavy rail is an integral component of the public transport system and expansion of the network is vital.

The RAC calls on the Government to:

- » Guarantee funding and timeframes for the \$1.9b Airport Rail link;
- » Allocate funding to the Thornlie Line extension to Cockburn Central via Canning Vale;
- » Fund a program to upgrade the accessibility, amenity and security at existing train stations;
- » Purchase new rolling stock to enable trains to move at closer headways; and
- » Allocate funding to extend the Joondalup Line to Yanchep.

Bus

In the urban areas, bus services connect local centres and perform an important feeder service function to the rail network. On another level, Bus Rapid Transit (BRT) has the potential to meet the growing demand for high-frequency, high-capacity public transport services particularly as suburban activity centres, beyond the CBD, develop.

In regional WA there are fewer public transport options and a greater range of services is required. In a recent survey of more than 300 RAC members in the cities of Albany, Bunbury and Greater Geraldton, 44 per cent of respondents were unable to comment on their satisfaction with public transport services because they do not or have never used them.

The RAC calls on the Government to:

- » Develop and fund a BRT program, focusing on major activity centres as a priority;
- » Fund a new bus station and improve pedestrian access at Canning Bridge Station;
- » Develop a bus priority plan to define a network of bus lanes and other facilities; and
- » Investigate and implement new funding models that will support the introduction of services in regional centres.

Demand management

Meeting the pressures placed on the network at peak times is challenging and we must get the most out of the State's existing infrastructure by making it work harder and smarter. Influencing when and how people use our transport network is an important strategy to improve mobility.

In 2011, an evaluation of the State Government's Workplace TravelSmart Program, of which the RAC is a participant, for the last five years demonstrated:

- » An average 5 per cent reduction in single occupancy car travel for commuting to participating workplaces; and
- » A \$4.50 return in community benefits for each \$1 spent, with net annual benefits of \$2.4m.

The RAC calls on the Government to:

- » Provide additional funding to expand the TravelSmart and Your Move programs.

4.3 A better cycling network

Given the growing cycling participation rates in WA it is vital cycling infrastructure is improved. Increasing cycling participation has wide-ranging benefits applicable to many Government sectors including health and of course, transport.

Cycling is undergoing a resurgence in WA. Fixed counters on Perth's Principal Shared Paths show that in 2012/13 4 million trips were made up almost 30 per cent since 2010/11. Now is the time to cater for, and capitalise on, this demand.

The RAC Cycling Business Case, released in 2012, highlighted that up to \$388 million was needed over 10 years to create continuous, convenient and comprehensive cycle networks in WA's cities and towns. The study also showed that the rates of return on investment in cycling projects are higher than some of those achieved by many urban transport investments:

- » Economic, social, health and environmental benefits for the community of between 3.4 and 5.4 times the costs incurred; and
- » Financial returns in dollar terms are nearly twice the costs incurred because individuals who cycle more will spend less on travel costs and gains in health and fitness will result in savings on health services.

The RAC calls on the Government to:

- » Fund and deliver an audit of all on-road cycle routes in the next term of Government;
- » Develop WA-specific network planning and design guidelines for the Perth Bicycle Network;
- » Plan a network of new green mode bridges (bus, cycle and pedestrian); and
- » Advance completion of the remaining planned, but unconstructed, high standard dual use paths (Principal Shared Paths).

4.4 A better walking network

Walking is a critical part of an integrated transport system. All trips start and end with walking. Increased investment is required to enhance the quality of the walking network, and create more pedestrian-friendly environments, to provide for increased priority, amenity and safety.

Until earlier this year, the Department of Transport had resources dedicated to championing the needs of pedestrians. Without such resources, there is a risk of insufficient focus being placed on this mode as a critical part of the transport system.

An increased commitment is required in recognition of the important role walking has in supporting the evolution of more compact, consolidated and connected cities and creation of more liveable, sustainable and accessible centres in regional WA.

The RAC calls on the Government to:

- » Increase funding to expand the capacity of the Department of Transport to deliver programs to benefit pedestrians; and
- » Plan and deliver a network of high quality pedestrian routes, building on work undertaken to date for TransPriority as part of the emerging Moving People Network Plan.

5. Land use planning

In future-proofing the mobility of Western Australians, transport and land use planning are inextricably linked. In order to curb continued urban sprawl, more effective integration of land use and transport modes is required to reduce the need for people to travel so far and so often. This is also critical to facilitating travel by more sustainable modes.

According to the Australian Bureau of Statistics, Perth residents currently commute significant distances to access their place of employment/education and compared to other capital cities in Australia, Perth has the smallest proportion of residents living within 10km of where they work/study. Over one third (35 per cent) of residents in Perth travel between 10 and 20km, and a further 30 per cent travel in excess of 20km, to work/study.

The RAC calls on the Government to:

- » Provide funding for a Perth and Regions Travel Survey to provide a more robust understanding of current travel demands and patterns;
- » Guarantee funding for the review and development of a strategic land use and transport model for Perth;
- » Increase investment in rapid transit connections to activity centres to help achieve accessibility levels akin to the CBD; and
- » Provide funding to rollout a campaign to communicate the benefits to candidate private sector employers from relocating their operations to activity centres.

6. Delivering a robust transport system

In previous submissions, the RAC welcomed the release of a number of draft strategic transport plans. However, the Public Transport Plan has remained in draft since 2011 and the Moving People Network Plan is yet to be released, despite its development in 2011. The RAC has become increasingly alarmed that the plans are yet to be finalised. Without these plans, industries and sectors in WA cannot align to deliver the robust transport system it so desperately needs. Greater strategic direction is needed to give clarity to all agencies involved in planning the State's spatial development and transport networks.

The RAC calls on the Government to:

- » Finalise, fund and release all promised transport plans and strategies.



Sustainable

7. Cars and the environment

Mobility choices that Western Australians make today should not negatively impact upon the lifestyle and choices of future generations. Our members have indicated they are concerned about the impact of their vehicle on the environment and the RAC is working to reduce the carbon dioxide emissions from cars in WA.

Human activity is having a considerable impact on the planet's climate system. As we move around our community, we need to ensure we minimise our impact on the environment.

Beyond much needed investment in public transport and cycling, a long term and strategic approach is required to reduce carbon dioxide emissions from vehicles. Part of the solution is emissions standards and supporting initiatives targeting alternative fuels and vehicles; driving behaviours; and reducing congestion.

7.1 Alternative fuels

Greater use of alternative fuels has the potential to reduce demand on conventional liquid fuels and reduce greenhouse gas emissions. The finite nature of the world's crude oil reserves requires current vehicle technology to be improved in order to maximise energy efficiency and reduce fuel consumption. We need to manage our fuel sources wisely and develop cleaner, more sustainable fuel and vehicle alternatives.

The RAC calls on the Government to:

- » Incentivise motorists to take up alternative fuels;
- » Investigate opportunities for universities and business to partner for research and to foster innovations for cleaner transportation options that reduce net carbon footprint; and
- » Develop a more detailed transport energy plan for the development and encouragement of alternative fuels outlining the role of government.

7.2 Low emissions vehicles

The efficiency of light vehicles in Australia still lags behind other countries. Governments have implemented a range of incentives to assist in reducing carbon dioxide emissions from vehicles including vehicle scrapping incentives; tax credits; tax rebates; non-cash incentives; subsidies for in-car fuel consumption; and monitoring equipment.

The RAC launched the Less Emissions Mission in 2012 to encourage members to reduce their carbon footprint by rewarding owners of qualifying lower carbon dioxide emissions vehicles.

The lack of publicly available charging stations is an impediment to the uptake of electric vehicles and the RAC is funding fast electric vehicle charging stations between Perth and Augusta, Nannup and Bridgetown. Similar to when the RAC met the needs of its Members in 1905 to provide for the needs of a very small but growing number of combustion engine motor vehicles, the RAC is fostering the growth of this alternative vehicle technology through the RAC Electric Highway™.

The RAC calls on the Government to:

- » Plan for and support the provision of infrastructure to service alternative vehicle technologies including the expansion of public electric vehicle charging facilities through rebates or subsidies for businesses installing community facilities;
- » Investigate the cost effectiveness of emissions reductions under a stamp duty based policy intervention resulting in a price differential between low emissions vehicles and standard vehicles;
- » Investigate ways to encourage businesses and individuals to adopt low emissions vehicles; and
- » Advocate for the introduction of Australian vehicle fleet emission standards to reduce carbon dioxide emissions from new light vehicles.



7.3 Eco-driving

More efficient use of energy has the potential to deliver cost savings to motorists, provide environmental benefits and make more effective use of the world's finite energy supplies.

The RAC believes that initiatives such as fuel efficient driving or eco-driving techniques have the potential to reduce fuel consumption, minimise motoring costs and lower vehicle emissions in a cost effective manner and contribute to making motoring more sustainable in the short-term. Information campaigns should inform, support and encourage motorists to reduce vehicle emissions through the uptake of eco-driving techniques.

The RAC calls on the Government to:

- » Expand the rollout of eco-driving programs such as CleanRun EcoDrive; and
- » Fund public education and awareness campaigns encouraging the uptake of eco-driving principles, including the consideration of partnerships to highlight the environmental and economic benefits.

7.4 Planning

The RAC considers that planning practices should complement rather than undermine sustainable mobility efforts to help minimise the impact of mobility on the environment.

Reducing congestion is another part of the solution to improving energy efficiency and efforts to reduce congestion through infrastructure should be complemented by improvements to traffic management that have the potential to deliver significant reductions in vehicle emissions.

A better public transport network will reduce congestion and reduce emissions from vehicles in WA. The public transport fleet should aim to use the most environmentally efficient energy source and investments in public transport should reflect the potential environmental benefits from fewer emissions from vehicles.

The RAC calls on the Government to:

- » Ensure public transport investment decisions capture the potential environmental benefits from reduced vehicle emissions as part of the cost-benefit analysis; and
- » Ensure planning decisions incorporate the needs of cyclists and pedestrians and infrastructure ensures their safety while increasing the attractiveness of cycling and walking.



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