Federal Priorities for Western Australia

2017

RAC

For the better

About RAC

RAC represents the interests of more than 900,000 Western Australians and is the leading advocate on the mobility issues and challenges facing the State. RAC works collaboratively with all levels of Government and other organisations to ensure RAC members have access to safe, easier, and more sustainable mobility options.

RAC aligns its activities with mobility that is:

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

RAC reinvests its profits for the benefit of RAC members, by supporting several major sponsorship programs such as the RAC Rescue helicopters as well as a range of community projects aligned to safe, easy and sustainable mobility.

About RAC's Federal Priorities for Western Australia

In the past two decades, rapid increases in population coupled with an economy driven by the resource sector have been a catalyst for enormous change in Western Australia (WA). Today, despite a more fiscally conservative outlook, population numbers continue to grow placing added pressure on existing infrastructure and services.

The health and stability of the national economy is inextricably linked to the economic, social and environmental performance of its capital cities and regional areas. Over the life of the transport plan for Perth and Peel, released in February 2017, 800,000 new homes will be required to accommodate the growing population, a number that will nearly double the number of trips made every day in and around Perth – leading to over 12 million trips[1].

It is therefore critical that the governments develop and invest in targeted infrastructure programs that together will deliver liveability and productivity outcomes for WA and the nation. Better roads that operate more safely and efficiently are critical, as is the funding of major passenger rail projects to ensure the delivery of a world class public transport system. Additionally, funding for the timely implementation of network management technology solutions will drive further benefit from past investment in WA's road network.

The following projects and policy priorities have been identified as urgently requiring Australian Government support:

1. **Thornlie rail line extension**
2. **Network management technologies**
3. **Perth light rail**
4. **Rail for Perth's northern corridor**
5. **Major road upgrades**
   a. Rolling program of grade separations and upgrades on the Roe and Reid highways,
   b. Completion of the Bunbury Outer Ring Road.
6. **Investment of motorist taxation revenue**
7. **Vehicle safety standards**
8. **Cycling infrastructure funding**
9. **Mandatory vehicle emissions standard**

[1]Department of Transport Western Australia, (2017), "Transport at 3.5 million Perth and Peel Transport Plan", http://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_Perth_Transport_Plan_full.pdf

1. Thornlie rail line extension

Roe Highway forms a critical part of the middle suburbs ring road, connecting the State's economic powerhouses, Perth Airport, the Kewdale industrial precincts and Fremantle Port, with regional WA. Daily commuter traffic in the area has led to problematic levels of congestion, a situation that will only worsen as these and other centres continue to grow and develop.

The extension of the Thornlie rail line, which connects to the Armadale rail line, is an opportunity to provide a highly attractive public transport option for commuters who live in Perth's central southern suburbs. This critical extension will link two of Perth's existing major railways, the Mandurah line at Cockburn Central Station and the Armadale line via new stations in the Canning Vale industrial precinct at Nicholson and Ranford roads.

Importantly, the Thornlie line extension represents one of the first links in the delivery of the overarching Perth Orbital rail project which will form a ring around the central region of Perth linking Stirling, UWA, QEII, Booragoon, Murdoch, Thornlie, Forrestfield, Belmont, Bayswater and Morley with a link between Morley and Stirling closing the loop. The Perth Orbital will mostly follow the alignment of the Reid and Roe highways through Perth's middle suburbs and will create a ring around the central region providing connections to the north, east and south[1].

This highly strategic project, which will also improve travel to and from the new Perth Stadium, was recently identified as a key priority for Perth's southern corridor in Infrastructure Australia's *2017 Infrastructure Priority List*[2]. Previously, analysis carried out by Infrastructure Australia found that "the road and rail corridors linking the southern suburbs with Perth's CBD, and the east-west road and rail links across Perth, or lack thereof, include four of the top 10 most congested corridors in Australia".

Infrastructure Australia's Infrastructure Audit predicted that the Mandurah train line will reach or exceed "crush capacity" by 2031 and warns Perth must face a choice to either expand the south-west and north-west fringes or increase density and public transport into the inner city and middle suburbs[3].

The success of recent heavy rail projects in Perth demonstrates an appetite amongst commuters to embrace public transport. In 2007, the opening of Perth's last major public transport project, the 72km Perth to Mandurah line marked the completion of WA's largest public transport infrastructure project. Post-implementation monitoring showed that 88 per cent of respondents agreed that the project was "worth the expenditure". Within six months of opening, trips on the Mandurah line had reached more than 100 per cent of the initially projected patronage and there are now more than 20 million passenger boardings each year[4].

The link will also deliver significant productivity benefits by:

> Providing an attractive public transport option for commuters, helping to relieve congestion pressures and release capacity along key corridors for freight and commercial traffic;
> Creating a city-shaping, strategic link between several major and economically significant centres; and
> Connecting the workforce to jobs throughout the region and in the CBD.

The project development work for the Thornlie line extension is well advanced, with preliminary railway alignments and designs completed. Despite being identified as a priority in Perth's transport plan, *Transport @ 3.5 Million*[1], as well as having broad political and community support, the project remains without Australian Government funding.

RAC calls on the Australian Government to:

» Commit funding towards the 17.5km extension of the Thornlie rail line ($520m in total project costs) to provide one of the first links in Perth's Orbital rail project.

Transperth train system - Mandurah & Armadale lines

[2]Infrastructure Australia, (2017). "Infrastructure Priority List 2017 – Project and Initiative Summaries", http://infrastructureaustralia.gov.au/policy-publications/publications/Infrastructure-Priority-List.aspx
[3]Infrastructure Australia, (2015). "Australian Infrastructure Audit: Our Infrastructure Challenges" http://infrastructureaustralia.gov.au/policy-publications/publications/files/Australian-Infrastructure-Audit-Volume-1.pdf
[4]Public Transport Authority (2016), "Annual Report 2015-16", http://www.transwa.wa.gov.au/Portals/0/Repository/PDFs/PTA%20Annual%20Report_2015-16_WEB.pdf

2. Network management technologies

Congested roads suffer from significantly reduced traffic throughput, higher crash rates, increased fuel consumption and more greenhouse gas emissions. Funding for the timely development and implementation of network management solutions is essential to offset the escalating economic and social costs brought on by road trauma and congestion.

WA's transport authorities must have access to intelligent transport systems (ITS) that have been proven to enhance performance in other jurisdictions. ITS can be integrated into road infrastructure, vehicles and public transport networks to optimise the performance and value of existing infrastructure. Additionally there is a need to ensure Australia is well positioned to capitalise on emerging technology, particularly advancements in vehicle autonomy.

Autonomous travel has existed for almost a century, for example in the form of autopilot systems on planes. Rio Tinto for example, introduced driverless vehicles on mine sites in the Pilbara in 2012 and varying levels of autonomy are already present within the Australian fleet, including autonomous emergency breaking, lane keeping and unsupervised autonomous mode, where drivers rely on technology to steer, brake and accelerate. Recent developments indicate driverless cars could go into production as early as 2020.

On 31 August 2016, RAC, with the support of the WA State Government, commenced the on-road stage of Australia's first fully driverless and electric shuttle bus, the RAC Intellibus™, in South Perth. The trial is among the first in the world and carries passengers and interacts with traffic, parked cars, cyclists and pedestrians as it travels along its route.

Since the commencement of the trial, more than 6300 people have registered to take part.

The RAC Intellibus™ is exploring driverless technology and has started a conversation on further trials, research and collaboration, which will increase WA's understanding of how driverless vehicles can integrate into the transport system. The Trial will also help Australia develop a roadmap of changes that will need to occur for driverless vehicles to safely transition on to our roads and become an integrated part of the transport system.

To support the successful rollout of ITS and for a vehicle to operate in full autonomy, that is, to navigate with no human intervention or interaction, a flawless communication network is needed as well as a national framework governed by inter-operability standards.

Implementing emerging and new technology will require timely leadership from the Australian Government, adequate funding, and a coordinated approach across sectors, vehicle manufacturers, technology suppliers, road user representatives and a host of other stakeholder groups.

RAC calls on the Australian Government to:

- Commit funding towards Intelligent Transport Systems, including self-driving and connected vehicles and managed freeways, ($300m in total project costs) to prepare for, and capitalise on, the technology solutions that will maximise value from existing network investment.

3. Perth light rail

Perth's road network is, and will remain an essential part of the urban fabric of the capital city and State but the reality is the road network can no longer handle the demands being placed on it. Perth's light rail proposal is a transformational project that will significantly improve the economic productivity of WA and as such, the Australian Government should have a role in its delivery.

Infrastructure Australia's 2015 Infrastructure Audit estimates that road congestion will cost Perth more than $16b a year by 2031[3].

The introduction of light rail to WA will add a new dimension to the public transport system and the wide-ranging community support for light rail transit signifies the important role heavy rail alternatives are set to play in shaping the future of urban transport. In 2015, the RAC – Chamber of Commerce and Industry WA (CCI) Congestion Survey found that of the 250 business surveyed, 63 per cent said they support the reallocation of road space for the construction of a light rail network servicing inner city suburbs[5].

Perth Light Rail will provide high frequency services through Perth's central area, connecting the University of Western Australia / QEII and Curtin University / Bentley precinct in Stage One (forecast to be required by a population of 2.7 million), and on to Canning Bridge in Stage Two (required by a population of 3.5 million)[1]. This inner orbital route will connect with the radial heavy rail network at a number of locations, helping to relieve patronage pressures on Perth Underground / Central Station and facilitate more seamless cross-city mobility. Perth Light Rail is also a key project from a land use perspective as it would act as an enabler for higher density and mixed use development.

According to State Government estimates, over 170,000 passenger boardings per day could be expected on the Perth Light Rail network by 2050[1].

The Perth Light Rail project has the potential to significantly improve economic productivity by:

> Reducing commuter traffic through the central area which currently overwhelms the network, freeing up road capacity for commercial vehicles;
> Enabling further development of two Specialised Centres (UWA/QEII and Bentley/Curtin);
> Connecting key tertiary education campuses; and
> Rationalising and re-routing existing bus services to other areas.

Based on analysis commissioned by RAC, the Specialised Centre of UWA/QEII currently exhibits low accessibility by public transport[6].

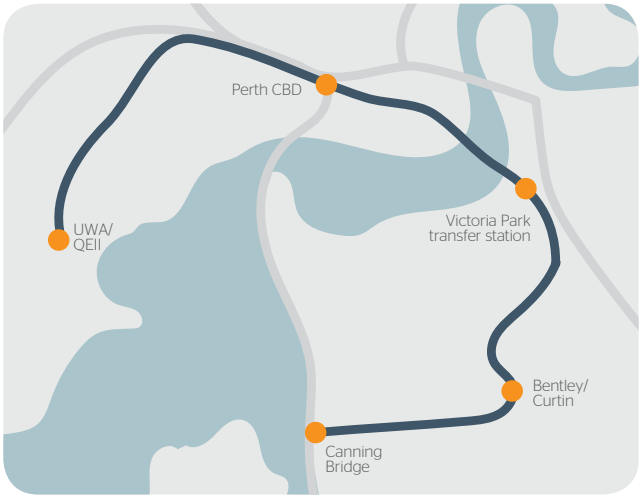
Light rail transit is proven to be safer for road users than private vehicles and is highly efficient in terms of both energy usage and emissions.

Much of the planning and design work for Perth Light Rail has already been undertaken but despite light rail being identified as a critical project in Perth's transport plan, released in 2017, there is currently a lack of funding to progress the project.

RAC calls on the Australian Government to:

» Commit funding towards Perth Light Rail ($1.8b in total project costs) to enhance economic productivity, transport safety and sustainability outcomes in Western Australia.

Perth light rail



[5]RAC WA, (2015),"Congestion Survey 2015", RAC- CCI Businesswise https://rac.com.au/car-motoring/info/congestion-survey-results
[6]RAC WA, (2016), "Transport accessibility of Perth's activity centres", https://rac.com.au/about-rac/advocating-change/reports

4. Rail for Perth's northern corridor

Perth's densely populated northern corridor lacks the public transport services of Perth's other sub-regions as it operates without a heavy rail line or rapid transit connection. Currently, road connections to Perth's central area experience high levels of congestion during peak periods as a result. Without adequate alternatives, this situation will worsen as strategically important centres such as Morley (and to a lesser extent Wanneroo and Ellenbrook) continue to expand.

There is a clear appetite for better public transport options, particularly higher frequency and more reliable services, in this area. This is evidenced by the significant increase in bus patronage resulting from the introduction of the 950 bus route in January 2014, which is a high-frequency, through-routed service between Morley and Perth, and between Perth and Nedlands (serving UWA and QEII).

In its first 12 months of operation, 3.7 million boardings were recorded on the 950, equating to one million additional boardings (or 39 per cent) on all four routes that the service replaced[7].

The East Wanneroo Rail Link will connect Morley, East Wanneroo and the northern suburbs, providing an alternative to the Joondalup line which is under severe pressure. It is proposed to be delivered in three stages[1]:

> Stage One – Perth CBD to the strategic metropolitan centre of Morley, and Marshall Road (forecast to be required by a population of 2.7 million);
> Stage Two – Connection to the Joondalup line (required by 3.5 million); and
> Stage Three – Spur from Marshall Road to Ellenbrook (required beyond 3.5 million).

Modelling undertaken by the State Government indicates the East Wanneroo Rail Link could account for over 20,000 CBD bound passengers during the morning peak period[1].

The link will also deliver significant productivity benefits by:

> Driving a significant increase in public transport mode share, helping to manage congestion created by commuter traffic on key arterials connecting to the CBD, as well as to strategically important centres;
> Improving access to employment opportunities for those residing in the area, as well as access to workforces for businesses; and
> Supporting and enabling higher density development of some of WA's most strategically important centres, and station precincts.

RAC calls on the Australian Government to:

» Commit funding towards heavy rail between Perth city centre and Morley Strategic Centre ($2.8b in total project costs) to increase public transport accessibility and fill the public transport void in Perth's densely populated northern corridor.

Rail for Perth's northern corridor

[7]Minister for Transport Western Australia, (2015), "Superbus has a successful year", <https://www.mediastatements.wa.gov.au/Pages/Barnett/2015/03/Superbus-has-a-successful-year.aspx>

5. Major road upgrades

a. Rolling program of grade separations and upgrades on the Roe and Reid highways

The importance of Perth's orbital freeway network, comprising Reid Highway, Tonkin Highway and Roe Highway, as a critical freight transport link has become increasingly more significant, particularly now that Perth's major north-south corridor, the Mitchell and Kwinana freeways, is operating at or near capacity for much of the day.

Infrastructure Australia's Infrastructure Audit found that Perth's transport network is heavily focused on the major north-south corridors, especially the Kwinana and Mitchell freeways and that these key freeways are already operating at capacity in peak periods, especially on the approaches to Perth's CBD and the Swan River crossings[3].

The orbital network has been long planned to connect key existing and emerging employment zones (such as Balcatta, Malaga, Kewdale, Midland, Canning Vale, Jandakot and Forrestdale), as well as to connect the Port of Fremantle and Perth Airport with these employment zones, and the National Highway Network.

However, impediments to free flow traffic movement and bottlenecks are restricting economic productivity and most critically, impacting road safety. Reid Highway remains predominantly a single traffic lane in each direction between Tonkin Highway and West Swan Road with some signalised intersections at-grade (without flyovers to separate opposing traffic flows). As a result some sections operate with significantly reduced efficiency and safety compared to grade separated intersections, forcing traffic to transition between 100km/h and 0km/h when red traffic signals are encountered. Further, when an error is made by a motorist at one of these intersections, a fatal and serious injury crash outcome has a very high probability owing to the enormous energies that are potentially involved in such a collision.

While the Australian Government is incrementally contributing to the removal of black spots, targeted upgrades are urgently required to ensure the Australian Government receives the full value of the investment it has already made in Perth's orbital freeway network. The upgrade priorities are:

> Eliminate the last at-grade intersection on Reid Highway at Erindale Road;
> Eliminate the last two at-grade intersections on Roe Highway at Kalamunda Road and Great Eastern Highway Bypass; and
> Duplicate Reid Highway between Tonkin Highway to West Swan Road which is currently a single lane in each direction and operates at its capacity for much of the day.

In recent years, the State Government has been able to achieve cost savings by delivering grade separations as part of a rolling program, thereby maintaining workforce continuity. For example, the $20m grade separation of Mirrabooka Avenue and Reid Highway was delivered as a sequential project to the $50m grade separation of Alexander Drive and Reid Highway.

b. Completion of the Bunbury Outer Ring Road

Bunbury is WA's second largest city and is an industrial, tourism and commercial base for the State's South West Region. The Bunbury Port is an integral site for ongoing economic development and is a distribution point for the mining, manufacturing, and agricultural sectors.

The Bunbury Outer Ring Road is a 19km dual carriageway planned to link Bunbury's five radial road connections (Forrest Highway, South Western Highway, Boyanup Picton Road and Bussell Highway) to the Bunbury Port Access Road, in which the Australian Government previously invested $170m.

The Central Stage of the Bunbury Outer Ring Road has been constructed as a part of the Bunbury Port Access Project, between the Boyanup-Picton Road to South Western Highway (southern branch). To progress and complete the project in its entirety, $200m is required for the Southern Stage (7km section from South Western Highway to Bussell Highway) and a further $600m for the Northern Stage (9.6km section from Boyanup – Picton Road to Forrest Highway)[8].

The Southern Stage includes:

- Intersections and Lillydale Road, Hastie Road and Ducane Road;
- A major roundabout at the intersection with Bussell Highway;
- An overpass at Yalinda Drive in Gelorup; and
- A proposed service road between Ducane Road and Jilley Road to provide access to adjacent properties.

The Northern Stage includes:

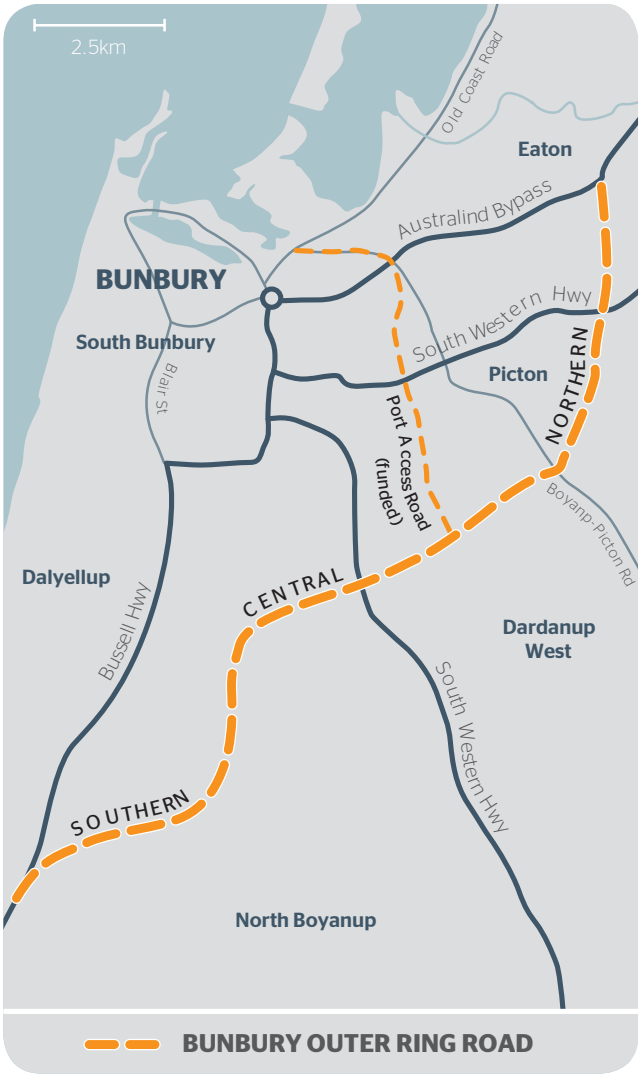
- Grade separated interchanges at the intersections with Perth Bunbury Highway and South Western Highway;
- A bridge over the Boyanup Picton Road, Manjimup Railway line and Ferguson River; and
- At-grade intersection with Harris Road.

Currently, traffic travelling through Bunbury and heavy vehicle traffic entering the Port of Bunbury utilises the portion of the Forrest Highway within the City of Bunbury. This section also carries a significant volume of local and tourist traffic and is the main link between Australind and the City centre.

Traffic forecasts show that traffic volumes around Bunbury will increase significantly over the next 10 years. This, together with anticipated growth in rail traffic into the port, will reduce the efficiency of the existing road network, and in particular, the existing Inner Ring Road (Robertson Drive). The expansion of the Bunbury Inner Harbour in the future is likely to necessitate the closure of Estuary Drive, diverting traffic currently using Estuary Drive onto the Forrest Highway, and will further reduce the efficiency of the existing network.

RAC calls on the Australian Government to:

- Continue to commit funding towards the rolling program of grade separations and associated upgrades on the Reid, Tonkin and Roe highways ($285m in total project costs) to bring these corridors up to freeway standard.
- Commit funding towards the completion of the Bunbury Outer Ring Road ($800m in total project costs) to provide an efficient and safe road network around WA's second city, Bunbury.



[8]Main Roads Western Australia, (2017), "Bunbury Outer Ring Road", https://www.mainroads.wa.gov.au/BuildingRoads/Projects/planning/Pages/BORR.aspx

6. Investment of motorist taxation revenue

In 2017, the Western Australian Auditor General identified that WA was facing an $845m maintenance backlog[9] 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 and as part of its 2016/2017 RAC Risky Roads campaign, RAC received more than 6,000 nominations from across the State highlighting the poor condition of metropolitan and regional roads.

RAC partners with other Australian Automobile Clubs and the Australian Government to rate roads for road safety using the Australian Road Assessment Program (AusRAP) star rating system. Safe roads with design elements such as divided carriageways, good line marking, audible edgelines and sealed shoulders have a higher star rating. Lower-rated roads are likely to be undivided with poor line marking and roadside hazards such as trees, poles and embankments.

In 2013, 4,671 kilometres of WA's National Highways were star rated for safety. Five per cent of the network was rated as 1-star and 22 per cent was rated as 2-star. The majority (57 per cent) of road links in the State were rated as 3-star and 16 per cent were rated as 4-star. No highways were rated as 5-star. It is an alarming revelation and significant risk to the road users of WA that 27 per cent of WA's National Highway Network recorded an AusRAP star rating of just one or two stars[10].

A Safer Roads Investment Plan which was developed for WA identifies that with the implementation of selected road safety treatments, WA would save approximately 4,150 lives and serious injuries. If fully implemented, this would cost just $450m with a high benefit-cost ratio of 4.18. Fully implementing the Investment Plan would reduce the proportion of 1-star rated roads from five per cent to one per cent. Two-star rated roads would decrease from 22 per cent to 14 per cent. The proportion of 3-star (66 per cent) and 4-star (19 per cent) roads would increase to 85 per cent.

Under the existing system road users pay for access to roads by delivering revenue to governments through a number of State and Federal taxes or charges. State Governments acquire revenue by imposing an access charge on vehicle owners in the form of vehicle registration, stamp duty and license fees.

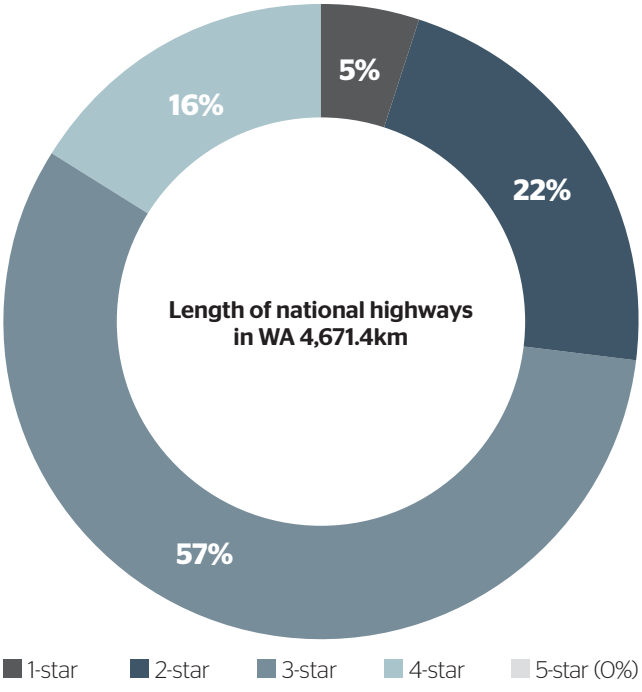
The Australian Government acquires revenue from motorists primarily by imposing an excise tax on every litre of fuel sold. However, only a small proportion of this revenue flows back into public spending on transport infrastructure in WA.

RAC has documented the payment of taxation by motorists and expenditure on roads by the State and Australian Governments. The 2016 Review found that, on top of fees and charges on motorists by the State Government, the Australian Government collected approximately $2.4b from motor vehicle related taxes but returned just 48 cents in every dollar to the State for spending on WA roads[11]. In 2015, this number was just 34 cents[12]. To ease the burden of transport funding on the State, a greater portion of the Australian Government's motoring-related revenue should be consistently dedicated to improving WA's road network.

RAC calls on the Australian Government to:

» Provide a fairer distribution of funding from revenue collected from WA motorists (consistently a minimum of 50 per cent) to remediate both WA's $845m road maintenance backlog and the 27 per cent of Western Australia's National Highway Network which recorded an AusRAP star rating of just one or two stars.

Distribution of star ratings in WA



Data courtesy of: AAA Star Rating Report - July 2013

[9]Office of the Auditor General, (2016), "Maintaining the State Road Network – follow on audit" https://audit.wa.gov.au/reports-and-publications/reports/maintaining-state-road-network-follow-audit/
[10]Australian Automobile Association, (2013), "Star Rating Australia's Network of National Highways http://www.aaa.asn.au/storage/ausrap-star-rating-report.original(2).pdf
[11]RAC WA, (2016), "Motorist Taxation Revenue and Road Spending" https://rac.com.au/about-rac/advocating-change/reports
[12]RAC WA, (2015), "Motorist Taxation Revenue and Road Spending" https://rac.com.au/about-rac/advocating-change/reports

7. Vehicle safety standards

Today, many Western Australian lives are needlessly lost each year because WA's fatality rate, which was once the best State when it comes to its road safety record, is now the worst. At the end of 2016, the national fatality rate was 5.3, while WA was 7.3. If WA shared the national fatality rate, an additional 56 lives would have been saved. The gap between WA and the national road safety leaders, such as Victoria, is even greater.

This situation is unacceptable. It follows that if we are to achieve "vision zero" where no lives are lost on Australian roads, the Australian Government must take the lead on bolder and more decisive road safety regulation and policy.

The Australian Government must signal its commitment to the essential programs and projects which will help keep Australian road users safe. Having passed the half way mark into the State's 12 year road safety strategy, *Towards Zero*, WA is behind on its target to reduce death and serious injuries by 40 per cent by 2020[13]. If fully implemented, *Towards Zero* could see up to 11,000 fewer people killed or seriously injured on Western Australian roads between 2008 and 2020. Notwithstanding the urgent need to remove the social impact of road trauma, the economic cost savings to WA's health services, business and community is estimated to be $6.6b.

Safe Vehicles is one of the four cornerstones of *Towards Zero*, WA's Road Safety Strategy which, over the life of the Strategy from 2008 and 2020, will account for more than one quarter of the projected injury savings[10]. Vehicle design standards are a critical road safety strategy aimed at both encouraging the development of safer and more efficient vehicle technologies and, by setting minimum standards, assuring the safety credentials of imported vehicles. A majority of the nation's vehicles are now imported from international markets and as such, Australia's vehicle design standards in the form of Australian Design Rules (ADRs) perform a vital regulatory function.

The process for setting standards must be flexible and dynamic enough to accommodate and encourage rapid technical change and strategic enough to progressively facilitate a lifting of the baseline vehicle safety standards and ultimately vehicle safety features over time. However, the time currently taken to examine new regulatory proposals and implement them as ADRs remains too protracted.

As a result Australian road users do not receive the full benefit of vehicle safety features which are widely accessible in other markets. The Australian Government must take action to ensure ADRs are updated more effectively and efficiently than currently occurs.

[13]Road Safety Commission Western Australia, (2008), "Towards Zero Strategy" https://rsc.wa.gov.au/About-us/Towards-Zero

To some extent the role of, and lag in updating, the ADRs are supplemented by the Australasian New Car Assessment Program (ANCAP). 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[14].

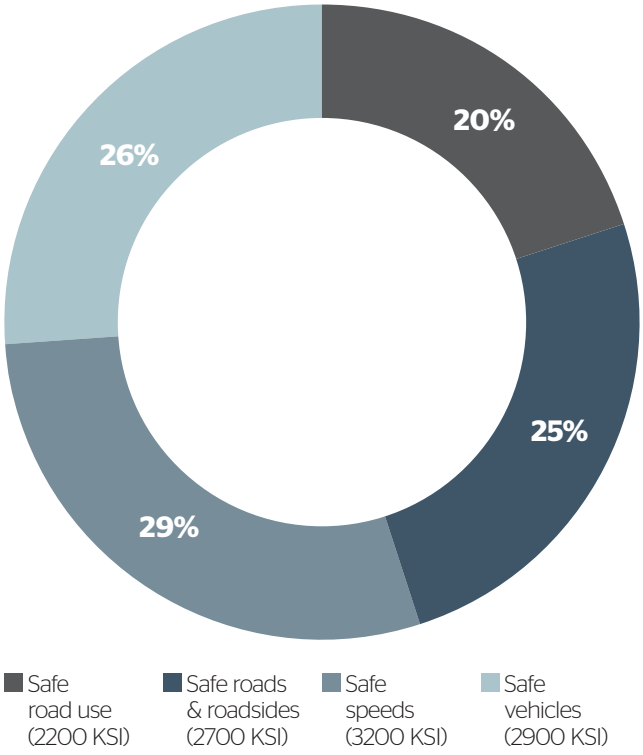
To demonstrate RAC's own commitment to vehicle safety, we will not insure or finance any 2012 and beyond manufactured vehicles which have been rated by ANCAP and do not achieve safety ratings of 4 or 5 stars.

ANCAP currently publishes star safety ratings online. However, vehicles safety ratings are not always visible on cars at the point of sale, and as such, consumers do not have easy access to vital safety information when purchasing their new car. Consumer goods such as refrigerators, microwaves and washing machines are already required to display energy consumption labels at the point of sale. Even cars are legally required to display fuel consumption and emissions information at the point of sale. Yet, in what would be a low-cost measure, there is no mandatory requirement for vehicle safety ratings to be disclosed on new cars.

RAC calls on the Australian Government to:

- Reduce the time taken to examine new regulatory proposals and implement these as Australian Design Rules so that Australian road users receive the full benefit of safer vehicle technology widely available in other markets.
- Make the display of ANCAP star ratings mandatory at the point of sale across all Australian states, ensuring consumers have access to the vehicle safety information which might one day save their life.

Projected cumulative savings in number of people killed and seriously injured 2008-2020



Data courtesy of: Office of Road Safety

[14] ANCAP, (2015), "Star Ratings Explained", https://www.ancap.com.au/safety-ratings-explained

8. Cycling infrastructure funding

A Cycling Business Case[15] developed by RAC found the total community benefits (in economic productivity, health, social wellbeing and the environment) associated with investment in cycling projects is at least 3.4 times the costs incurred; a finding which was endorsed by the Western Australian Bicycle Network Plan (WABNP)[16].

Perth has one of the world's most conducive climates for cycling and the possibilities for further growth are limitless. While WA has some good cycling infrastructure, cyclists are often required to share road space with high-volume and sometimes heavy vehicle traffic, including on the National Highway Network. Some examples are:

> Roe Highway from Berkshire Road to the railway line just north of Clayton Street;
> Leach Highway between Albany Highway and Jeffery Street;
> Stock Road south of Phoenix Road, Rockingham Road and Patterson Road;
> Tonkin Highway from Mills Road to Roe Highway and Collier Road to Reid Highway; and
> Reid Highway from Wanneroo Road to Mirrabooka Avenue and Alexander Drive to West Swan Road).

Cycling infrastructure is comparatively low in cost but provides for more sustainable transport choices, can result in less cars being on Perth's roads leaving more space for the more economically productive freight and commercial vehicles, and is highly valued by the community.

The WABNP 2014-2031 identifies the importance of expanding, and closing the gaps in, Perth's cycling or Principal Shared Path network. Its initial focus is within 15km of the Perth CBD. A comparatively small investment by the Australian Government of just $38m (over four years), focussing on the highest priority cycling infrastructure gaps, is in the national interest and will provide road safety, health and productivity benefits.

Motoring is and will remain integral to the mobility of Western Australians but with a looming congestion crisis, it's no longer just about the car – it's about choice. As such, the ongoing investment in the road network must be complemented with investment in extending the coverage, quality and accessibility of sustainable transport networks.

RAC calls on the Australian Government to:

» Commit to an infrastructure investment program for strategically important cycling connectors ($152 in total project costs) to provide Western Australians with access to a range of mobility options and ensure the delivery of WA's primary cycling network by 2023.

[15] Ian Kerr for RAC WA, (2012), "Business Case for Investment in Cycling: Summary Report", https://rac.com.au/about-rac/advocating-change/reports
[16] Department of Transport WA, (2014), "Western Australian Bicycle Network Plan 2014 -2031", http://www.transport.wa.gov.au/projects/wa-bicycle-network-plan.asp

9. Mandatory vehicle emissions standard

Economic and population growth has fuelled energy consumption in the nation's transport sector over the past 40 years. The transport sector accounted for 27 per cent of Australian energy consumption, overtaking the electricity supply sector as the largest sector in 2013–14, with fossil fuels, such as petrol and diesel, accounting for nearly three-quarters of energy consumption within the transport sector overal[17].

According to the National Transport Commission, average CO_2 emissions intensity for passenger cars in Australia during 2015 was 175g/km, which is a 1.5 per cent reduction on 2014. The average CO_2 intensity for light commercial cars was 229g/km, which is a 2.5 per cent reduction on 2014. The overall average for new passenger and light commercial cars in 2015 was 184g/km. This is a 1.9 per cent reduction on 2014. The average emissions intensity for all Australian made cars was 208g/km in 2015, which is down 1.1 per cent on 2014. The sale of 'green' cars, being a vehicle which emits less than 120g/km, increased to 4.7 per cent of total sales in 2015, compared to 2.8 per cent in the previous year[18].

While these reductions are promising, they are modest. In comparison to Europe's average emissions for example, the intensity for new passenger cars was 124g/km in 2014, compared to Australia's 177g/km in the same year. This equates to 43 per cent higher than the European average. The higher Australian emissions intensity has been linked to Australian consumer preference for heavier vehicles with larger and more powerful engines, a lower portion of diesel-powered engines, fewer government incentives for lower emissions vehicles and lower fuel prices. This demonstrates that Australia is falling behind the rest of the world. Further, Europe has now also mandated a target of 95gCO_2/km for all new cars by 2021 (phased in from 2020) which is equivalent to approximately 4.1 litres per 100km of petrol or 3.6L/100km of diesel, while the United States has a target of 139gCO_2/km by the end of the decade. Unlike other emissions types, no CO_2 reduction targets have been set for Australia[19].

As part of a global response to climate change, the Australian Government has internationally committed to reduce greenhouse gas emissions by 26–28 per cent below 2005 levels by 2030. However, according to the Australian Government, even with the current improvement trend in vehicle efficiency, the growth in the light vehicle fleet would add an estimated eight million tonnes of greenhouse gas emissions and estimated $5b in energy costs to the economy per annum by 2030[19]. It is critical that the recently established Ministerial Forum achieves its objectives to coordinate a whole-of-government approach to addressing emissions from motor vehicles as part of a broader package of measures to meet Australia's greenhouse reduction targets.

RAC calls on the Australian Government to:

» Introduce an efficient and appropriate mandatory light vehicle carbon dioxide emissions standard to enable motorists to have access to safe, affordable and clean vehicles within the Australian market.

[17]Department of Industry and Science, (2015), " Australian Energy Update", https://industry.gov.au/Office-of-the-Chief-Economist/Publications/Documents/aes/2015-australian-energy-statistics.pdf
[18]National Transport Commission, (2015), "Carbon Dioxide Emissions Intensity for New Australian Light Vehicles", <https://www.ntc.gov.au/Media/Reports/(C19AD85F-32EC-4605-886F-8448F1CB00A2).pdf
[19]Department of Infrastructure and Regional Development, (2016), "Improving the efficiency of new light vehicles Draft Regulation Impact Statement Ministerial Forum on Vehicle Emissions" https://infrastructure.gov.au/roads/environment/forum/files/Vehicle_Fuel_Efficiency_RIS.pdf

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