

State Budget Submission

2017-2018



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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 our State. RAC works collaboratively with Government and other organisations to ensure our members and community can move around our State safely, easily and in a more sustainable way.

RAC aligns its activities with the following three themes:

- » **Safe** – 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 at safer speeds.
- » **Accessible** – 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.

We give back by reinvesting our profits for the benefit of our members, by supporting several major sponsorship programs such as RAC's Rescue helicopters as well as a number of grass roots community projects aligned to RAC's Mobility Agenda.



Executive summary

The 2017-2018 Budget is an opportunity for the newly elected State Government to signal its commitment to the essential programs and projects which will help to keep road users safe and meet the increasing demands being placed on our 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.

RAC considers the key priorities for the 2017-2018 State Budget to be:

- » A renewed and improved commitment to reducing the number of deaths and serious injuries on our roads;
- » Sustained and widespread investment in the public transport network;
- » Investment in projects to improve the operation of the existing road network;
- » A commitment to keep the cost of motoring down;
- » Support for emerging vehicle technologies, most notably autonomous and electric vehicles; and
- » The accelerated delivery of safe infrastructure for pedestrians and cyclists.



Funded by the State Government, the RAC Rescue helicopters are managed by the Department of Fire and Emergency Services (DFES).

Safe

1. Road safety governance

There is an urgent need to strategically plan and support the State's Road Safety Strategy, Towards Zero. An action plan which includes measurable targets and milestones with accountability measures to evaluate the current performance against the long term Towards Zero goal is crucial.

In 2016, Western Australia (WA) recorded 195 road fatalities, at a rate of one life lost nearly every two days. One in five fatalities involved a motorcyclist, one in three involved speeding and more concerning is that there were nearly 1,500 hospital admissions or serious injuries as a result of road crashes. With WA being in an unenviable position of having the poorest road safety performance of all Australian states, it is important, now more than ever, to refocus on the targets and deliverables of the State's Road Safety Strategy, Towards Zero. Together, we need to do everything we can to bring WA's road fatality and injury rate down.

RAC calls on the Government to:

- » Continue with the commitment to change road safety governance in WA aligned to RAC's response to the Browne Review of Road Safety Governance;
- » Allocate all Road Trauma Trust Account (RTTA) funds (Balance as at 1 July 2016 was \$94 million) each financial year to road safety projects supported by cost benefit analyses;
- » Release a complete list of RTTA funded projects to increase transparency and accountability; and
- » Develop, fund and implement a road safety plan for regional WA, which includes a program to ensure all roads have a minimum AusRAP rating of 3 stars, prioritising the regions with the worst road safety record.

2. The safe system

2.1 Safer roads

In 2016, 120 fatalities (or 61 per cent of all fatalities) occurred on regional roads. This is despite only 21 per cent of the population living in regional WA.

In the Western Australian Auditor General's 2016 follow up report on the maintenance of WA's roads, it was identified that the State was still facing a maintenance backlog of over \$845 million, up from \$820 million in 2009. 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 road users.

The 2016/17 RAC Risky Roads campaign also received more than 6,000 nominations from across the State highlighting the poor condition of metropolitan and regional roads. The Government must signal its commitment to embark on a major long-term effort to maintain and improve the metropolitan and regional road network.

RAC calls on the Government to:

- » Fund a dedicated program to reduce the road maintenance backlog by at least 30 per cent in the first term of Government;
- » Commit funding towards a rolling program of grade separations and associated upgrades of the Reid, Tonkin and Roe Highways to bring these corridors up to freeway standard, delivering safety benefits;
- » Commit funding towards the completion of Bunbury Outer Ring Road (\$800 million in total project costs) to provide a safe and efficient road network in the vicinity of WA's second city;
- » Fund a rolling program of Road Safety Audits so that every major regional road is audited at least every five years and implement the recommendations of audits undertaken; and
- » Continue and expand investment from the State's Royalties to Regions program to fund regional road improvements.

2.2. Safer cars

RAC supports 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 3 stars compared to a 5 star rated vehicle.

By supporting ANCAP, RAC encourages vehicle manufacturers to incorporate safety features into new car design through educating consumers to prioritise safety when they are purchasing a new car and to take full advantage of safety improvements made in vehicles in recent years.

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

With recent advances in technology, autonomous and connected vehicles are no longer a thing of the distant future and the wider adoption of this technology will have significant implications for the planning, operation and management of our road network.

Main Roads WA has started considering these implications and released two publications in early 2015 ('Automated Vehicles: Are we ready?' and 'Connected Vehicles: Are we ready?') but further work is required in preparing for a future with such technologies.

RAC's 2016 Automated Vehicle Survey revealed that 59 per cent of Western Australians believe the Government should be investing to ensure WA is ready for autonomous vehicles by 2025 and one in five have confidence Government will be ready within this timeframe.

RAC's Automated Vehicle Trial, supported by the State Government and the City of South Perth, is a purposeful trial to improve the understanding of how autonomous vehicles operate and the potential impacts and opportunities. The trial will help further prepare a roadmap for changes to support and safely transition to autonomous vehicle technology.

RAC calls on the Government to:

- » Invest in and support the trialling of new vehicle and driver-assist technologies, which can reduce the occurrence of fatalities and severity of injuries;
- » Allocate funding to explore and identify appropriate responses in planning for a future with automated and connected vehicles;
- » Introduce the mandatory display of ANCAP vehicle safety ratings at the point of sale; and
- » Identify and potentially fund initiatives that will encourage businesses to purchase ANCAP five-star rated vehicles for their vehicle fleets.

2.3 Safer road users

Drivers

WA's 2015 fatality rate was 6.22 fatalities per 100,000 persons and the national fatality rate was 5.1, well above Victoria's "nation-leading" rate of 4.2, or NSW's rate of 4.6.

Various factors contribute to the number of serious crashes. Of note, the impact of driver inattention is now comparable to that of speed and alcohol. In 2015, 25 per cent of fatalities were as a result of an alcohol related crash, while a recent study showed that of the crashes resulting in driver fatality from 2000-2012, approximately 23 per cent tested positive for one or more illicit drugs¹.

RAC recently welcomed increased testing for drug-driving to more than 30,000 drivers tested in 2016. Given almost half of fatally injured drivers in WA have drugs or alcohol in their system, it is important that WA Police are adequately resourced to carry out these duties.

For every fatality, there are on average 30 injuries requiring hospitalisation. Following a crash, those injured need the best possible care as quickly as possible. The RAC Rescue helicopters fly critical care paramedics to an emergency incident and then transports injured people directly to a hospital.

Having completed 741 missions in 2016, with 459 in response to a road crash, it remains pivotal to continue to provide a service which can deliver patients to care in the shortest time possible.

RAC calls on the Government to:

- » Increase the number of hours allocated to traffic duties by WA Police and publish the number of hours spent on traffic enforcement on a quarterly basis;
- » Adequately resource WA Police to test a minimum of 1.5 random breath tests per licensed driver per year;
- » Adequately resource WA Police to significantly increase the volume of random drug testing;
- » Expand the red light and speed camera program;
- » Fund and expand the implementation of point-to-point cameras;
- » Fund the 2017 election commitment to create a Regional Enforcement Unit of WA Police to target factors contributing to the disproportionate regional road toll;
- » Fund regular high profile community awareness campaigns and school programs on road safety;
- » Commit funding for the Bunbury based RAC Rescue Helicopter in the forward estimates;
- » Deliver on the 2017 election commitment to introduce "slow down, move over" legislation to better protect emergency service, roadside and breakdown response workers within the first 12 months of Government;
- » Trial low cost solutions to encourage drivers to maintain safe following distances, such as pavement markings and variable message signs; and
- » Provide funding for additional rest stops and roadside amenities.

Motorcycle and scooter riders

Western Australia has the highest proportion of motorcycles per head at 49 per 1,000 people. There are currently approximately 130,000 registered motorcycles in WA².

¹ P. Palamara, (2016), 'The incidence and characteristics of illicit drug related driver fatalities in Western Australia, 2000-2012', *Proceedings of the 2015 Australasian Road Safety Conference, Australia*.

² ABS, (2017), 'Motor Vehicle Census, Australia', Cat No. 9309.0.55.003, Canberra, ACT



Overall, motorcycles make up just fewer than six per cent of licensed motorised vehicles, yet in 2016 they accounted for 20.5 per cent of the State's fatalities. In relation to the 40 fatalities involving motorcycle riders or passengers, half involved speed as a factor, 12 involved alcohol and 35 fatalities were male. Improving safety outcomes for motorcyclists must be a major road safety priority.

RAC calls on the Government to:

- » Fund public awareness and education campaigns on motorcycle and scooter safety; and
- » Fund public awareness and education campaigns to clarify legislation relating to lane splitting and lane filtering.

Cyclists

In 2016, there were four fatalities involving cyclists, two of whom were not wearing helmets. From 2010 to 2016 there were 32 cyclist fatalities in total. According to the 2017 Austroads National Cycling Participation Survey, nearly a quarter of the WA population rides a bicycle in a typical month compared to the national average of 21.8 per cent. For more people to choose cycling as a transport option and to help riders stay safe, accelerated investment in infrastructure and behavioural programs are vital.

RAC calls on the Government to:

- » Increase funding for further 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.

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

Pedestrians

Tragically, 14 people died whilst walking in 2016. This number represents seven per cent of all fatalities. There were two further pedestrian deaths in the "other" category, which can involve gopher users and skateboard riders.

RAC calls on the Government to:

- » Continue to fund the rollout of pedestrian countdown timers at intersections in areas of high pedestrian demand;
- » Fund a trial of well designed, self-explaining / self-enforcing 30km/hr speed zones in appropriate 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

Alongside 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 the community. Overall, taking into account costs including depreciation, licensing, vehicle registration and insurance, fuel and servicing, an average medium sized car cost consumers \$9,912 per year to own and run in 2017³.

RAC calls on the Government to:

- » Cap any increase in passenger vehicle registration and licence fees at or below the rate of inflation;
- » Cap any further increase to Compulsory Third Party (CTP) premium rate at or below the rate of inflation;
- » Guarantee that Stamp Duty or other fees will not be placed on top of any increase in CTP premiums;
- » Guarantee that additional no-fault CTP premiums will only be used in relation to the payment of catastrophic injury claims;
- » Guarantee that CTP premium surpluses will not be paid as cash dividends to Government; and
- » Guarantee the Insurance Commission of WA remains Government owned and that CTP insurance is not privatised.

4. Reducing the cost of congestion

It has been forecast that congestion will cost the Western Australian economy \$2.1 billion by 2020, rising to \$16 billion by 2031. By 2031, without action seven of the nation's 10 most congested roads, including the top four, will be in Perth⁴. Congestion is harming the State's productivity and profitability, and is taking a toll on commuters and families.

In 2015, the third survey of the WA business community by the Chamber of Commerce and Industry WA (CCIWA) and RAC revealed 85 per cent of respondents believed traffic congestion was having a negative impact on their operations (up from 83 per cent in 2013).

This sentiment was echoed by WA Police, with traffic and congestion being given as a reason for slower response times to serious incidents in the Service's annual report⁵.

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

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 roads and there is a need to make better use of the infrastructure we already have.

To manage congestion and improve fuel efficiency, more needs to be done to better utilise new and emerging technology solutions. This, in concert with better coordinated traffic management and road works planning and improved real-time travel information to allow road users to make more informed travel choices.

In March 2015, the Auditor General released a report which highlighted that the State does not have the capacity to manage traffic congestion effectively and backed moves to focus on the management, rather than construction, of the road network.

A two year study initiated by RAC, in partnership with Main Roads WA, successfully demonstrated that significant efficiencies could be achieved through an alternative approach to traffic signal retiming (using microsimulation modelling as an additional step in the process), without the need for costly civil works. Optimisation of the signal timings along Orrong Road between Francisco Street and Oats Street, delivered efficiencies such as improving journey times by up to 20 per cent.

RAC welcomed the release of the positive outcomes from the first phase of the State Government's traffic signal timing improvement project in November 2015, as well as the subsequent expansion of the project. This project continues to deliver further efficiencies, improving the journey experience for motorists travelling along key corridors across the road network.

³ RAC, (2017), "Car running costs", <https://rac.com.au/car-motoring/info/buying-a-car/running-costs>.

⁴ Infrastructure Australia (2015), "Australian Infrastructure Audit".

⁵ Western Australia Police, (2015), "2015 Annual Report", <https://www.police.wa.gov.au/About-Us/Our-agency/Annual-report>.

In May 2017, RAC also welcomed the announcement of the \$2.3 billion road and rail infrastructure package for WA, comprising \$1.6 billion investment from the Federal Government and \$745 million from the State Government. This package includes a number of RAC's top strategic transport infrastructure priorities, as well as the introduction of Smart Freeways technology along the Kwinana Freeway, between Roe Highway and the Narrows Bridge.

RAC calls on the Government to:

- » Provide funding to enable the implementation of initiatives under the Main Roads' Traffic Congestion Management Program, including the deployment of Intelligent Transport System (ITS) technologies, connected and autonomous vehicles and improving real-time travel information; 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, work, study and 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 did in 2011. 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 RAC highlighted that a lack of rapid transport connections to activity centres is acting as a major barrier to the decentralisation of workplaces. Based on analysis commissioned by RAC, 13 of Perth's 34 strategic activity centres exhibit low accessibility by public transport.

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; 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

Perth's current light rail proposal 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)⁶. Total project costs are estimated to be \$1.8 billion.

The introduction of light rail will add a new dimension to the public transport system and by connecting with the heavy rail network at a number of locations this proposal will facilitate enhanced cross-city mobility.

Perth Light Rail is a 'transformational' project that will significantly improve the economic productivity of WA and RAC believes that such city-shaping infrastructure projects are critical for the future of Perth. For this reason, Perth Light Rail is identified as one of RAC's top priorities for Federal Government funding. Given the long lead-in and delivery time for major public transport projects the decisions we make now are crucial.

RAC calls on the Government to:

- » Commit funding towards Perth Light Rail; and
- » Plan a wider light rail network (including undertaking feasibility studies) to identify priority projects to enhance accessibility to activity centres.

Heavy rail

Heavy rail is an integral component of the public transport system and expansion of the network is vital.

Two of RAC's top five infrastructure priorities for Federal funding are heavy rail schemes – the Thornlie Line extension and rail for Perth's northern suburbs to connect Perth City Centre and Morley Strategic Centre. RAC welcomed the Federal Government's funding commitment to the Thornlie Line extension, as part of the WA road and rail infrastructure package, as well as the State Government's commitment to it.

In addition to expanding the network, it will also be essential to make best use of the existing rail assets and investment in appropriate optimisation measures should be prioritised.

⁶Department of Transport (2017), 'Transport@3.5 million Perth and Peel Transport Plan'.

RAC calls on the Government to:

- » Allocate funding to expand the heavy rail network to improve access to suburban activity centres, prioritising the Thornlie Line extension to Cockburn Central via Canning Vale and rail for Perth's northern corridor (including a connection to the Morley Strategic Centre);
- » Fund a program to upgrade the accessibility, amenity and security at existing train stations;
- » Resource and fund the Route Utilisation Strategy (RUS) to make best use of existing rail assets and help guide future investment (including purchasing new rolling stock to reduce overcrowding); and
- » Ensure business cases are developed for future heavy rail projects to secure investment from the \$10 billion Federal Government Rail Program.

Bus

In 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 are 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.

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 and fund a bus priority plan to define a network of bus lanes and other facilities such as queue jumps;
- » Following the implementation of GPS trackers on all buses, commit funding to deliver a free App to enable users to track services in real-time; and
- » Investigate and implement new funding models that will support the introduction of additional public transport services in regional centres.

4.3 A better cycling network

Cycling has been undergoing a resurgence in WA, and for a number of years increased well above the rate of population growth.

The availability of high quality cycling infrastructure providing enhanced amenity, connectivity and safety is of vital importance in encouraging more people to cycle. While there has been a recent, and unexpected, decline in number of people cycling in Perth, this only reinforces the need for increased investment.

Increasing cycling participation has wide-ranging benefits applicable to many Government sectors, including health and of course transport.

Over 5,500 cyclists and non-cyclists from across Western Australia responded to RAC's 2015 Cycling Survey, highlighting the importance of cycling to the community. The survey exposed some significant barriers in ensuring cycling can reach its full potential as a safe and convenient mode of transport. Investment in cycling infrastructure, both on and off-road, was viewed by respondents as the most important area for the Government to place priority in order to help encourage more people to cycle.

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, including:

- › 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.

RAC is supportive of the State Government's Safe Active Streets program, which incorporates the Bike Boulevards concept - that is cycle routes on some quiet streets, with 30km/h speed limits to allow motorists and cyclists to share the street safely. The Government pledged \$3 million per year to fund Bike Boulevards in the 2017 State Election.

RAC also welcomed the Government's election pledges to triple the amount of funding invested in the PSP network by 2019-20 (to \$20 million) and deliver a safe cycling plan. This plan included end-of-trip facilities at all new rail stations and an additional \$27 million, over four years, to build cycling paths connecting Perth's suburbs to rail.

RAC calls on the Government to:

- » Fund and deliver an audit of all on-road cycle routes to inform prioritisation of funding to implement a high quality network of continuous, comfortable and safe on-road cycling routes;
- » Fund the completion and upgrade of on-road cycle routes, particularly to and through activity centres and providing connections to PSPs;
- » Commit funding to support the expansion of the Safe Active Streets program and continue to trial more innovative approaches to the provision and design of on-road cycling infrastructure;
- » Commit funding to deliver on the 2017 election commitment to deliver a safety cycling plan;
- » Plan and progress the delivery of a network of new green mode bridges (bus, cycle and pedestrian) as proposed in Transport@3.5 million – Perth & Peel Transport Plan;
- » Advance completion of the remaining planned, but unconstructed, high standard shared use paths (PSPs) as part of the 2017 election commitment to triple funding for the network; and
- » Update planning policies to provide for the integration of cycling infrastructure in new major developments and redevelopments.

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.

RAC's 2016 Walking Survey revealed that the community believes better planning to provide more destinations and amenities within walking distance, investment in improved public transport services and building on / improving the network of shared paths should be the top priorities for Government investment to encourage more people to walk.

Until 2015, 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 a balanced transport system.

The lack of current strategic direction relating to the walking network was evident in 'Transport@3.5 million – Perth & Peel Transport Plan'.

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 the creation of more liveable, sustainable and accessible centres in regional WA.

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 the State Government's Transpriority project and Safe Active Streets program.

4.5 Travel 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 system is an important strategy to help manage congestion, while improving mobility.

In 2011, an evaluation of the State Government's Workplace TravelSmart Program (of which RAC was a participant) over the prior five year period demonstrated:

- › An average five 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.

In early 2017, the TravelSmart programs were refreshed and rebranded to align with the State Government's Your Move program.

RAC calls on the Government to:

- » Provide funding to expand the Your Move programs.

4.6 Shared use mobility options

Shared use mobility options, such as car sharing, legal ride sharing and bike sharing, can supplement existing transport networks, providing improved travel choices, as well as reducing personal costs of travel and number of vehicles on our roads.

There is already some community appetite and receptiveness for such options, as is evident from the increasing popularity of ride sharing services. Over recent years, RAC has also been exploring the role of car sharing in helping to offset mobility and cost of living pressures, and its potential to work in Perth. As part of this work, an RAC survey of 800 respondents highlighted that the concept of car sharing is appealing to many people residing in inner Perth areas. Almost half found it appealing, and one in four said they would actually use a car sharing service if one was available in their area, despite the concept being new to most.

RAC calls on the Government to:

- » Investigate and implement changes to the Perth Parking Policy to allow the levy to be waived for the provision of dedicated car sharing bays; and
- » Resource a review of Government fleet leasing and management arrangements to explore efficiencies through the use of car sharing and alike.

4.7 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 ABS, Perth residents currently commute significant distances to access their place of employment/ education. In fact, more than one third (35 per cent) of Perth residents travel between 10 and 20km, and a further 30 per cent travel in excess of 20km, to work/study⁷.

RAC calls on the Government to:

- » Guarantee funding to complete the review and development of a strategic land use and transport model for Perth; and
- » Develop a program and to provide assistance to private sector employers relocating their operations to activity centres / outside of the CBD.

4.8 Delivering a robust transport system

In previous submissions, 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 was never released despite being developed in 2011. In June 2015, the State Government announced it was abandoning these two key transport plans but would develop a transport plan for Perth and Peel at 3.5 million.

While the adopted plan provides a useful starting point, clearer strategic direction is needed to give clarity to all agencies involved in planning the State's spatial development and transport networks, particularly with the change in WA Government.

Government made a number of election promises which need to be considered in the context of other transport proposals and reflected in the strategic transport plan. It is therefore critical that the plan be reviewed and updated, and that a costed and funded implementation program be developed to demonstrate the Government's commitment to delivering the robust and integrated transport system our State desperately needs. This must take into account feedback already provided by the community and industry on the draft 'Transport@3.5 million - Perth Transport Plan', as well as allowing for further consultation (particularly on the projects proposed) prior to its adoption.

RAC calls on the Government to:

- » Review, update and release a robust and fully funded integrated transport plan to provide a clear strategic direction for WA's transport system; and
- » Explore more innovative funding and financing approaches to support the delivery of major transport projects such as value capture and development contributions.

⁷ ABS, (2011), 'Environmental Issues: Waste Management and Transport Use', Cat No. 4602 0 55 002. Canberra, ACT.

Sustainable

5. Cars and the environment

Human activity is having a considerable impact on the planet's climate system. The mobility choices that Western Australians make today should not negatively impact upon the lifestyle and choices of future generations.

An integrated and strategic approach is needed to reduce carbon dioxide (CO₂) emissions from vehicles. Part of the solution is initiatives that will boost the availability of low emissions vehicles, influence consumer purchasing decisions, manage congestion and promote public and active transport within compact, liveable communities. We also need to manage our fuel sources wisely, promote new fuel saving technologies and support the introduction of cleaner, more sustainable fuels.

5.1 Alternative fuels

Greater use of alternative fuels can reduce greenhouse gas emissions, provide cheaper fuel for motorists and enhance liquid fuel security. 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.

In 2012, RAC launched the Less Emissions Mission which aims to reward owners of qualifying lower CO₂ emissions vehicles with discounts and incentives.

RAC calls on the Government to:

- » Incentivise motorists to take up alternative fuels where these are cost-effective and have a positive sustainability benefit;
- » Encourage a mix of power and fuel systems to enhance consumer choice and reduce dependence on fossil fuels; and
- » Develop policies on low emissions fuels to inform a comprehensive future transport energy plan.

5.2 Low emissions vehicles

Now is an opportune time to ensure WA motorists have access to safe, affordable and efficient vehicles. The 2016 National Transport Commission's Information Paper found Australia's average CO₂ emissions for passenger cars in 2016 was 173g/km and 222g/km for new light commercial cars. The overall average was 182g/km across both passenger cars and light commercial vehicles.

Comparatively in Europe in 2015, the average CO₂ emitted from passenger cars was 120g/km. In the same year, Australia's average emissions intensity for passenger cars was 175g/km, 46 per cent higher.

Australia does not have an effective standard for CO₂ emissions for the new light vehicle fleet and is clearly falling behind the rest of the world.

The lack of publicly available charging stations is also an impediment to the uptake of electric vehicles. RAC Electric Highway[®], the first of its kind in Australia, was opened in June 2015. It comprises 12 strategically placed electric vehicle DC fast charging stations across a 520 kilometre route between Perth and the South West of WA. The primary goal of the RAC Electric Highway[®] is to open the road down South to electric vehicle technology and in doing so help reduce CO₂ emissions from cars.

RAC calls on the Government to:

- » Plan for, and support, the provision of infrastructure to service low emission vehicles including the expansion of public electric vehicle charging facilities and rebates or subsidies for businesses installing community facilities;
- » While remaining aware of cost, revenue neutrality, equity, administrative simplicity and efficiency, investigate and trial a range of incentives which seek to create a price differential between and in favour of low emissions vehicles over standard vehicles;
- » Specifically, and as a priority, investigate, cost and trial stamp duty and registration concessions and/or exemptions for low emissions vehicles (determined on either a per gram of CO₂ per kilometre basis, green star rating or most appropriately an engine size classification);
- » Increase the utilisation of fuel efficient vehicles and encourage businesses to adopt low emissions vehicles; and
- » Advocate for the introduction of an appropriate mandatory national light vehicle CO₂ emissions intensity standard.



5.3 Education

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.

Initiatives targeting behavioural change can assist motorists reduce their carbon footprint in a cost effective manner. These include purchasing lower emissions cars, reducing the amount of driving through journey planning and using more sustainable modes of transport, switching to cleaner fuels and driver behaviour including fuel efficient driving and eco-driving principles.

RAC calls on the Government to:

- » Provide information for motorists that encourage the purchase of low emissions vehicles and fuels. This information should highlight the economic impact of such purchasing decisions for individuals and society.

5.4 Planning

Transport and planning practices should complement efforts to help minimise the impact of mobility on the environment.

The reduction of CO₂ emissions from cars can be achieved by promoting the use of more sustainable modes of transport, including public transport, cycling and walking.

Land use planning approaches that reduce urban sprawl; and network design and Intelligent Transport Systems that manage congestion will help foster sustainable outcomes.

RAC calls on the Government to:

- » Operate a public transport fleet that uses the most environmentally efficient energy source;
- » Capture the potential environmental benefits from reduced vehicle emissions as part of the cost-benefit analysis for public transport investment decisions;
- » Ensure planning and infrastructure decisions incorporate the needs of cyclists and pedestrians so that it is safe, practical and enjoyable to walk and cycle; and
- » Plan new and existing urban areas to effectively integrate all modes of transport and land use.

For further information please
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