Public Policy

2022-23

RAC

For the better

About RAC

RAC is a purpose-led member organisation. Since our foundation more than 115 years ago, RAC has existed to be a driving force for a Better WA – this is our purpose. We act as a voice for more than 1.2 million members in more than 60 per cent of Western Australian households. We work collaboratively with government, industry, our members and all Western Australians to champion change that will deliver safer, sustainable and connected communities – this is our 2030 vision.

RAC's social and community impact activities seek to:

- reduce the number of people being killed or seriously injured on our roads;
- lower vehicle emissions for cleaner, healthier air; and
- ensure well-planned communities and transport that better connect people and places.

We reinvest our profits for the benefit of our members and for a better WA through social and community impact activities like:

- undertaking research, developing evidence-based policy and making submissions to government;
- delivering demonstration trials and initiatives (like the RAC Intellibus® Trial in South Perth and regional demonstrations in Busselton and Geraldton; Reconnect WA and the RAC Electric Highway®);
- running campaigns and engagement activities (like the RAC Imagine Program™, Safe Travels, Look Up and Risky Roads);
- engaging with all sides and levels of government, and the media;
- delivering road safety education to over half a million Western Australian children (through in-class workshops, the annual RAC bstreetsmart road safety events and the regional RAC Project Road Smart® events for senior schools); and
- supporting major and community-focussed sponsorship programs (like the RAC Rescue helicopters[1] and being a Principal Partner of the Town Team Movement).

RAC also acts as a voice for members by participating in a range of government forums, including as the representative for all road users on the Road Safety Council (RSC).

For further information about how our profits are reinvested for a better WA, read our Social and Community Impact Report 2020/2021 or visit: www.rac.com.au/about-rac/advocating-change.

About our Public Policy

RAC advocates for all Western Australians, whether they are travelling as a driver, passenger, public transport user, pedestrian, motorcycle rider or rider of a bicycle or other micromobility devices (such as an eRideable).

This document outlines our public policy positions – or where we stand on issues of importance to our members which support our vision for a safer, sustainable and connected future for Western Australians.

The policies in this document are approved by the RAC Council.

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

Contents

1. Safe mobility

No matter how we choose to move around WA, we should be safe in doing so. The number of people being killed and seriously injured on WA's roads is unacceptable and no-one should have to suffer the devastating impact of road trauma. In line with WA's road safety strategy, we must align to the Safe System approach which is, safe road use, safe roads and roadsides, safe speeds, safe vehicles, and post-crash response[2]. All of us have a responsibility to ensure our roads and transport system are safe for everyone.

1.1 Governance

There must be a renewed and improved commitment to significantly reduce the number of Western Australians killed and seriously injured on our roads.

Road safety must be a social, health and economic priority for WA.

1.1.1 Decision making

Policy decisions on road safety should be consistent with the 'Safe System' approach and efforts to reduce road trauma should focus on the core Safe System principles.

An effective and transparent governance structure, supported by shared and measurable key performance indicators (KPIs), is essential.

KPIs must be supported by clearly defined responsibilities and established milestones which are monitored with reports provided to Parliament.

Driving Change - Road Safety Strategy for Western Australia 2020-2030 and *National Road Safety Strategy 2021-2030* must be supported by robust action plans and annual progress reviews which are released to the public.

The WA Road Safety Commissioner should report to a joint Parliamentary Standing Committee rather than a Minister, to enhance bipartisan leadership.

A stronger, bolder and more collaborative approach should be adopted by government agencies to progress road safety solutions and this should be done in a timely and proactive manner.

There must be more formal arrangements to identify and facilitate the sharing of best practice policy, as well as monitoring and evaluation of expenditure and the outcomes of infrastructure investments, programs and initiatives with a focus on road safety.

The appointment of a panel of three road safety experts to judge the merits of Road Trauma Trust Account (RTTA) submissions, offer policy advice to the Commissioner and to serve on the Road Safety Council is supported.

The establishment of a national Parliamentary Standing Committee is supported to ensure a whole-of-government approach and improve transparency around government action on road safety. To further enhance bipartisanship, the national Office of Road Safety could report directly to such a committee.

1.1.2 Road safety data

The establishment of cohesive and comparable data collection mechanisms allowing local, State and Federal Government agencies to benchmark both statistics and programs against shared KPIs and metrics to explicitly track and measure reduction in road trauma is essential.

The recently established National Road Safety Data Hub is supported and must be further developed, managed, and used appropriately to ensure it provides nationally consistent, timely and consumable data and information to support evidence-based decision making for the prevention of fatal and serious injuries.

1.1.3 Funding

Allocation of road safety funding should prioritise evidence-based initiatives, or initiatives which can result in the greatest gains to improve road trauma outcomes and must be at a scale necessary to make a significant, tangible impact.

Road safety spending should require accountable and measurable outcome monitoring evaluations and a framework for this should be established by Government.

Western Australians should have access to greater and more accessible information regarding road safety spending in WA. This should include how the money collected from road users (such as compulsory third-party insurance fees and infringement revenue including that which does not go to the RTTA) contributes to road safety.

[2] Government of Western Australia (2020), 'Driving Change – Road Safety Strategy 2020-2030'. Accessed at: https://www.wa.gov.au/government/publications/driving-change-road-safety-strategy-2020-2030

To enhance transparency and accountability, all RTTA funded projects and their outcomes should be published on the Road Safety Commission website and referenced appropriately in its Annual Report.

1.2 Safe road use

Road user behaviour such as inattention, speeding and impaired driving are some significant causes of road trauma. All road users, irrespective of their mode of travel, have a responsibility to use roads, shared paths, bicycle paths and footpaths legally and responsibly, showing respect for other users.

1.2.1 Enforcement

Enforcement of the *Road Traffic Act 1974* (WA) and other related legislation is critical to making the road network safer.

Penalties
Unsafe and illegal road, bicycle path, footpath and shared path use by all users should be subject to enforcement, and penalties should appropriately reflect the seriousness of the offence.

Penalties should reinforce safe and responsible road user behaviour and should be reviewed every two years.

Red-light and speed cameras
The use of red-light and speed cameras, including point to point, is supported as a deterrent measure. All revenue from camera infringements should continue to be re-invested into road safety.

Double demerits
Double demerit points targeting periods of high traffic volume and increased road trauma are supported. Such periods should be actively communicated in advance.

Police performance
Publishing of Western Australia Police Force traffic enforcement metrics and outcomes in a consolidated, consistent and accessible form is supported to improve the community understanding of the rationale for traffic enforcement.

Minimum passing distance
Appropriate cycling infrastructure is not always available, and cyclists have the right to share the roads. RAC supports the safe passing laws offering increased protection to cyclists using the roads.

Both cyclists and motorists have a duty to one another to share the road safely and legally.

Intersection priority for vulnerable road users
Government should investigate measures to reduce crashes involving vulnerable road users, including legislative changes to provide this group greater priority and safety at intersections. Legislative changes could include addressing vulnerable road users' right of way at places with traffic signal countdown timers.

Slow Down, Move Over
First responders, drivers and passengers have a right to be protected while rendering and receiving assistance at the roadside in the event of a crash or incident.

RAC supported introduction of the Slow Down, Move Over law which requires motorists to reduce speed to a maximum of 40km/h when passing incident response vehicles with flashing lights and, where possible and safe to do so, move to the next lane. Enforcement and awareness raising activities are important to encourage ongoing compliance.

Lane splitting and filtering
The legislation which clarifies 'lane filtering', permitting a motorcycle rider to travel at low speed (no more than 30km/h) between two lanes of stationary or slow-moving vehicles travelling in the same direction, is supported. Legislation should however clearly define and prohibit 'lane splitting', where motorcycle riders weave through traffic at higher speeds. This will assist and reinforce with motorcycle riders and drivers the dangers posed by certain manoeuvres and encourage safe riding behaviours.

1.2.2 Education

Road user education and the development of driving skills are critical to making the road network safer.

School-based education
Driver and road safety education should be a compulsory part of the school curriculum.

Primary school road safety education should focus on safe road use as pedestrians, cyclists and riders of small-wheeled mobility devices such as scooters.

Secondary school education should focus on preparing young people to become responsible road users. Pre-driver programs such as Keys4Life, which help learners to become safe drivers, are supported.

Appropriate training and resources must be available to those who deliver road safety education.

Post-licence education
Drivers and riders should be encouraged to undertake post-licence driver training courses aimed at improving safe road use.

Employers should take a proactive role in ensuring their employees are aware of their responsibility to drive in a safe and legal manner. This should include instruction on the effects of fatigue, distraction, speed, alcohol and/or drugs.

A comprehensive suite of intervention, rehabilitation and education programs that address illegal road user behaviour, reflecting the seriousness and recurrence of the offence, should be mandatory for sentenced (first and repeat) offenders.

Community awareness
Government should fund community education campaigns and school education programs which raise awareness of major road safety issues such as speed, driver inattention and drink and drug driving, and focus on the shared responsibility of road users.

Government and other interested parties should establish and foster partnerships with Aboriginal and Torres Strait Islander communities and organisations to develop place-based and community-led strategies to address local road safety challenges.

1.2.3 Alcohol and other drugs

Operating a vehicle while impaired by alcohol or legal and illicit drugs places the driver/rider and other road users at increased risk.

Penalties
Drink and drug driving and riding should be subject to rigorous enforcement and strong penalties to reflect the seriousness of the offence, with tougher penalties for low-level and first-time offences aligning WA with other States. Those who lose their licence should be required to undertake counselling and education before having it reinstated.

Penalties should reinforce the message that such behaviour is dangerous and should be reviewed every two years.

The use of alcohol interlocks for drink driving offenders is supported with the cost preferably to be borne by the offender.

The legislation applying tougher penalties to those caught driving or riding with both drugs and an illegal level of alcohol in their system, is supported.

Enforcement
Government should adequately resource the Western Australia Police Force to allow them to undertake continuous, high-profile drink and drug driving enforcement activities.

The Western Australia Police Force should be resourced to test a minimum amount equal to 1.5 breath tests per licensed driver per year.

Both drink and drug driving tests should be conducted at suitable times to maximise their effectiveness and reduce risk to all road users.

The Western Australia Police Force should be resourced to increase the volume and range of random and targeted drug testing year on year. Until a national consensus is developed on the number of tests per driver and rider per year, the WA testing rate should aim to be higher than the national average.

The Western Australia Police Force should be resourced to conduct targeted enforcement campaigns to suit rural and regional settings.

1.2.4 Licensing

Drivers and riders of vehicles have a legal obligation to hold a current licence.

Penalties
Those who drive or ride without a valid licence should be subject to penalties which reflect the seriousness of the offence.

Novice
A graduated licensing system including graduated demerit points for novice road users is supported.

Learners should undertake supervised driving under a range of conditions including urban and regional roads, busy and quiet streets, around vulnerable road users, different times of the day, and in wet weather.

Increasing supervised hours in the learner phase reduces crash risk when a full licence is gained, and an increase in mandatory supervised hours to bring WA in line with other States (between 100 and 120 hours prior to undertaking the Practical Driving Assessment) is supported.

Driving school instructors should be required to undertake mandatory training to a minimum Certificate IV standard.

Government should investigate, facilitate and actively promote a range of initiatives, including Keys2drive, to support both novice drivers and their non-professional supervisors in meeting the requirements of the graduated licensing system. This must include initiatives to enable disadvantaged groups to access cars and supervisors.

Extraordinary licence
The issuing of extraordinary licences, enabled by section 27 of the *Road Traffic (Authorisation to Drive) Act 2008 (WA)*, to people who have either received an immediate licence disqualification or a licence suspension due to the accumulation of demerit points, is not supported.

Fitness to drive
Fitness to drive is determined by the ability of the road user to use their vehicle in a manner which does not place them and other road users at increased risk.

Persons with a condition, medical or physical, which could impair their ability to drive, must advise appropriate authorities of their condition. Medical practitioners should ensure that an accurate assessment of the effect on driving is reached, before informing appropriate authorities.

Where it is safe to do so, drivers with conditions should be helped to keep their driver's licence as it may underpin their personal mobility and access to health, social and community opportunities.

Governments should take an active role in supporting members of the community to continue having an active and independent lifestyle particularly if driving ceases to be an option. This should include implementing transport plans to improve access to appropriate and affordable transport modes and services.

1.2.5 Inattention

Inattention, be it deliberate or not, is a significant cause of road trauma. In particular, road users will be subject to significant distraction when using mobile phones, or hand-held/wearable connected devices.

Penalties
Penalties for the use of devices which cause driver inattention and distraction should be subject to rigorous enforcement and strong penalties to reflect the seriousness of the offence.

Penalties for mobile phone use in particular should reinforce the message that such behaviour is dangerous and should be reviewed every two years.

Repeat offenders should face stronger penalties and be required to undertake counselling and/or education before being permitted to return to the roads.

All revenue from mobile phone infringements should be directed to the RTTA.

Enforcement
All road users should act to eliminate any distractions and to obey laws relating to the use of mobile phones, visual display units or other connected devices.

The increased use of covert police motorcycles and camera-based mobile phone detection technologies to deter and penalise the use of mobile phones or hand-held electronic devices is supported.

Technological developments
Vehicle manufacturers, telecommunication providers and after-market equipment suppliers should consider the road safety implications when designing and placing new technology which could potentially distract vehicle operators.

Vehicle information screens and interfaces which minimise driver distraction should be incorporated by vehicle manufacturers at the design stages of vehicle development.

Technologies which can minimise or prevent mobile devices from distracting road users from the driving task, including blocking the signal to driver devices, should be actively deployed. However, this should not prohibit the use of critical safety technologies, such as automatic crash notification systems.

In-vehicle technology with proven safety benefits should be incorporated into the Australian Design Rules (ADRs) over time.

1.3 Safe vehicles

Road trauma can be reduced through advancements in, and adoption of vehicle safety technologies by helping to avoid crashes or reduce their severity.

1.3.1 Motor vehicle standards

All vehicles, regardless of age, should be of the highest safety standards if they are to be driven on WA roads. RAC does not insure or finance any vehicles manufactured from 2012 onwards which have been rated by the Australasian New Car Assessment Program (ANCAP) and do not achieve safety ratings of 4 or 5 stars.

Australian Design Rules
Australia's vehicle safety standards are outlined in the ADRs and apply to all new vehicles. Currently, the adoption of critical safety technologies into the ADRs is protracted and lags the market. ADRs must be more frequently reviewed to consider advancements in safety technologies, such as blind spot monitoring, driver fatigue monitoring, lane keeping systems and Intelligent Speed Adaptation, to ensure the Australian community can realise the reduced road trauma benefits sooner than it currently does.

At a minimum, all new passenger and light commercial vehicles on sale in the Australian market should have head protecting side airbags for all seating rows as a mandatory safety feature. New vehicles should integrate safety features designed to protect vulnerable road users in the event of a crash and seatbelt reminders for all seating positions should be standard.

The introduction of the ADR mandating the fitment of autonomous emergency braking (AEB) in light vehicles – with newly-launched vehicle models being from March 2023 and all models on sale in Australia from March 2025 – is supported. In the interim, voluntary fitment of AEB technology should continue to be encouraged.

New motor vehicles
ANCAP rates the safety credentials of new vehicles. Western Australians should be encouraged to purchase new vehicles with a 5-star ANCAP safety rating.

It should be mandatory for all vehicles tested by ANCAP to display their ANCAP star rating at the point of sale, so it is clearly visible, and in associated sales and promotional material.

Targets should be set for the reduction in age of the Australian vehicle fleet, and also for the take up of 5-star ANCAP vehicles to improve road safety outcomes.

New driver-assist and automated vehicle technologies should continue to be progressively included in assessments performed through ANCAP.

Government should remove tariffs and charges to reduce the cost and therefore improve access to more modern vehicles with more advanced safety features, including vehicles with 5-star ANCAP safety ratings.

Used vehicles
Used cars over five years of age should undergo an independent vehicle inspection when there is a change of ownership.

The Used Car Safety Ratings measure the vehicle safety performance of used vehicles utilising data from police reports of real-world crashes. When purchasing a used vehicle, buyers should be encouraged to purchase vehicles with 5-star Used Car Safety Ratings, which have frequently been shown to be as affordable as other, less safe used car models.

Automated vehicles
Automated vehicles and driver-assist features have the potential to reduce the number of road fatalities and the severity of some injuries. However, care needs to be taken to ensure drivers use these features appropriately and that they do not inadvertently increase driver distraction, inattention or complacency.

Government should take a role in leading initiatives to support innovation, as well as facilitate and regulate these technologies to encourage deployment and uptake, and realisation of safety benefits.

Trials to better understand automated vehicle technology should be promoted and supported by government and industry.

Regulation relating to automated vehicle technologies and systems should prioritise safety and align with road safety strategies aiming to achieve zero road deaths and serious injuries.

Fleet and commercial vehicles
Governments should help to accelerate the introduction of safer vehicles in the passenger fleet by continuing to require all government fleet purchases of passenger and light commercial vehicles to have ANCAP ratings of 5 stars.

The WA Government Fleet Policy and Guidelines should specify a maximum age of five years for fleet vehicles, to encourage turnover to not only provide government employees with access to newer, safer vehicles but also the broader community through earlier resale of former fleet vehicles.

Industry should be actively encouraged to implement fleet policies which require that all passenger and light commercial vehicles are 5-star ANCAP rated.

Professional driving instruction should be provided only in vehicles with a 5-star ANCAP safety rating.

1.3.2 Motorcycle standards

Advancements in vehicle safety technologies which help avoid crashes or reduce the severity of crashes will help reduce road trauma.

Australian Design Rules
Australia's motorcycle safety standards are outlined in the ADRs and apply to all new vehicles. Vehicle standards must be actively reviewed and introduced to motorcycles to improve their safety and efficiency.

New motorcycles should be fitted with motorcycle stability control, where appropriate, to increase safety and reduce motorcycle crashes.

Protective clothing
The Federal Government should support and promote the CRASH and MotoCAP star rating systems for motorcycle helmets and protective clothing to provide motorcycle riders with consistent and comparable information on the levels of protection. These ratings should be communicated at the point of sale and in the associated sales and promotional material.

Motorcycle riders and cyclists should be encouraged to wear high visibility clothing/gear.

1.3.3 Motorised scooters, eRideables and eBikes

Uptake of motorised scooters[3], eRideables (such as electric scooters and electric skateboards)[4] , as well as electric bikes (eBikes)[5], can promote greater mobility through increased choice.

Regulation and standards

In order to better facilitate safe technology in a growing market, the development and adoption of safety standards and policies which appropriately consider interaction with other road users and support the increased uptake of motorised scooters, eRideables and eBikes, is supported.

Users of these devices have a responsibility to do so in a manner appropriate to the conditions and to ensure their device complies with the relevant legislation in WA. Motorised scooters are limited to 10km/h when being propelled by the motor on level ground, reflecting that they can be ridden by those under the age of 16. The power-assisted speed of eBikes must not exceed 25km/h and use of power assistance is restricted to those at least 16 years old. New legislation clarifying the rules around eRideables is important in supporting uptake and safe use. eRideables must not be capable of travelling faster than 25km/h when propelled by the motor on level ground and can only be ridden at that speed on shared paths, bike paths, and roads with no lane markings or median and a speed limit of 50km/h or less. On footpaths, they must not be ridden faster than 10km/h. Those under the age of 16 are not permitted to ride an eRideable with its motor engaged.

Public awareness and education campaigns, as well as enforcement activities, should be undertaken to enhance safety and ensure ongoing compliance.

The impact of the new regulations should be monitored on an ongoing basis. A review should be conducted and recommendations implemented within a maximum of two years to ensure an appropriate balance between enhancing mobility and minimising safety risks to riders and other road users.

1.3.4 Seatbelts/child restraints

Seatbelts and child restraints can prevent death and reduce the severity of injury[6]. All vehicle occupants must comply with seatbelt regulations.

Penalties

Penalties for failing to comply with this requirement should reflect the seriousness of the offence and the heightened road safety risk.

Penalties for not wearing seatbelts should reinforce the message that such behaviour is dangerous and should be reviewed every two years. Repeat offenders should face strong penalties.

Enforcement

Government should adequately resource the Western Australia Police Force to allow them to undertake continuous, high-profile seatbelt enforcement activities.

Government should promote the importance of the proper use of seatbelts, and child and pet restraints through regular community awareness campaigns and the provision and promotion of child restraint fitting and checking services.

1.4 Safe roads and roadsides

The design and condition of roads and roadsides can affect the chance of having a crash and in the event of a crash, the level of severity. Safety for all road users is strongly linked to road and roadside design.

1.4.1 Road design

Road planning and design should take into account the needs of all users including motorcycle riders, cyclists, users of other micromobility devices such as eRideables, pedestrians and people with mobility difficulties, as well as the function of the road or street.

Design standards

To create safer streets and places, a review of urban road and street design standards and guidance, which prioritises consideration of both movement and place functions and a user hierarchy that seeks to protect the most vulnerable users first, is supported.

Standards and guidelines should recognise the differing roles and functions of roads and streets, reflect safe system principles and ensure that design is context sensitive and considers all road users, the street environment and adjacent land use.

Designing roads and streets to be self-explaining and self-enforcing is supported to promote appropriate traffic speeds and more consistent road user behaviours. This could negate the need to 'over design' roads and streets, for example designing for a speed limit of 60km/h when the posted speed limit will be 50km/h, which can encourage higher operating speeds.

Where the operating speed on existing roads or streets is higher than the speed limit, consideration should be given to traffic management devices, design changes such as to narrow roads or traffic lanes, and innovative treatments that encourage safer speeds.

The Australasian Road Assessment Program (AusRAP) rates the safety of roads. All new roads should be built to a minimum 4-star AusRAP rating. All existing major regional routes should be upgraded to a minimum 3-star AusRAP rating.

Design standards should be regularly updated to reflect the outcomes of scheme monitoring, new research, innovation and technology.

All levels of Government should develop network safety plans to assist in prioritising treatments that will have the greatest impact on improving safety outcomes and aid the more effective management of network safety gaps.

[3] The *Road Traffic Code 2000* (WA) defines a motorised scooter to be a scooter with a maximum power output of 200 watts and to be limited to 10km/h when being propelled by the motor on level ground.
[4] Motorised scooters less than 200 watts, motorised wheelchairs, Segways and eBikes are not classified as eRideables.
[5] Electric bikes are referred to in the *Road Traffic Code 2000 (WA)* as power assisted pedal cycles.
[6] World Health Organisation (2009), 'The need for seat-belts and child restraints'. Accessed at: https://www.grsproadsafety.org/wp-content/uploads/Seat-belts-child-restraints.pdf

Road maintenance
All levels of government should invest and commit to long term programs in order to maintain and raise safety standards across the road network and to reduce WA's road maintenance backlog.

1.4.2 Preventative remedial measures

Roads and roadsides should be treated in such a manner which can reduce the severity of crashes.

Roadside protection
The risk or severity of a crash can increase if obstacles such as poles, trees, embankments and ditches are in areas adjacent to the roadway, particularly on high speed roads. Mitigation measures such as sealed shoulders, median and roadside barriers with motorcycle underrun protection, and audible edge lines should be implemented across as much of the regional network as possible, prioritising areas where there is a record of road crashes or where a high crash risk has been identified.

In lower speed environments such as urban streets, tree planting on verges or between on-street parking bays can have many benefits including enhancing amenity, aesthetics, better air quality and safety by encouraging slower traffic speeds.

Intersection protection
Government should commit to trialling innovative treatments in designing, or re-designing, intersections and their approaches, particularly on local roads and in relation to better speed management and prioritisation for vulnerable road users to enhance safety and amenity.

Roadside advertising signs
Roadside advertising, including both digital and static forms, should not cause driver distraction or pose a safety hazard for road users. The size, type and positioning of such advertising should comply with guidelines and statutory controls and be considered in the context of the surrounding environment, to mitigate any potential safety risks.

Roadworks signage and operational management
To ensure safe management of and road user compliance at roadwork sites, responsible authorities and traffic management professionals should implement the recommendations of the 2021 Regional Roadworks Signage Review. To further enhance road user and worker safety, community and driver training and education campaigns should raise awareness of safety risks at roadworks.

1.5 Safe speeds

Impact speed (which is a product of travel speed) is arguably the most influential factor determining crash outcome. That is why, holistic speed management, which integrates safer speed limits with effective design and enforcement, is critical to reducing road trauma. Setting speed limits which reflect the road environment and that consider the tolerances of the human body is important, as is designing roads/streets to be self-explaining (particularly in urban areas) to encourage desired travel speeds. This will aid self-enforcement of speed limits and appropriate penalties and police enforcement will further support safe speeds.

1.5.1 Speed limits

The human body is fragile and biomechanical tolerances for different crash types and situations vary. The chances of a vulnerable road user such as pedestrian, cyclist or motorcycle rider being fatally or seriously injured in a crash rapidly increases from around 30km/h. As a result, the fatality risk for pedestrians being hit at 50km/h becomes approximately double that of being hit at 40km/h and approximately five times as great as being hit at 30km/h. Similarly, the chances of a vehicle occupant being fatally or seriously injured in a head-on crash rapidly increases from about 70km/h.

Setting speed limits
In line with the Safe System approach, speed limit setting should take into account the threshold of physical resistance of the human body to the energy released during a crash (which is related to the impact speed).

The development, sharing and implementation of a speed management plan is supported. This should provide a framework and near-term deadlines for reviewing and setting speed limits across the WA road network that reflect the tolerances of the human body and prioritises safety performance above network efficiency. Consideration must also be given to appropriate road/street design and enforcement strategies which are crucial to ensure safer travel speeds.

At the national level, the development of a Regulation Impact Statement on reducing the open road default speed limit and the default speed limit on unsealed roads, is supported.

The setting of speed limits should require the parallel engagement of relevant local government councils/road authorities.

Communication of speed limits
Road users should be able to understand why speeds have been set for different road types and situations which, in turn, help them drive appropriately to the conditions. Roads and streets should be designed to be self-explaining, so a safer travel speed is clear to road users.

Speed zones should be clearly signed at regular intervals. Efforts should be made to avoid frequent changes in speed zones, where there is no obvious change to the road environment or design, or to adjacent land uses.

Government should more personally engage communities in understanding the need for safer speeds through ongoing, high profile and wide-reaching education.

Targeted speed reduction
To improve safety and amenity for all road users, targeted trialling and implementation of speed limit reductions is supported, particularly roads and intersections with a high crash record or identified road trauma risk, but also for urban areas of high vulnerable road user activity and residential streets.

Trial reductions should be accompanied by robust evaluations to determine and promote their suitability for implementation in comparable parts of the road network.

State Government should place greater importance on consideration and approval of speed limit reduction requests that are supported by the community. The default position of a local government when its community requests a speed limit reduction of 10km/h should be to support it.

A speed limit of 30km/h for the State Government's 'Safe Active Streets', as well as for school zones where the road conditions and design support lower speeds, is supported in recognition of the tolerance to impact attributed to vulnerable road users.

A reduction in the default speed limit to 100km/h should be implemented to target fatalities and serious injuries on regional roads and bring WA into line with the rest of the country. Where road design and conditions are appropriate, a 110km/h limit may remain in place for selected roads and these must be signed accordingly.

1.5.2 Speeding

Exceeding the posted speed limit and driving without full regard for the road environment and conditions significantly increases the risk of crash, serious injury and fatality.

Penalties
Fines and demerit point penalties for speeding offences should reflect the seriousness of the offence.

Penalties for speeding should reinforce the message that such behaviour is dangerous and should be reviewed every two years. Repeat offenders should face stronger penalties.

Excessive speeding, at 30km/h or more above the speed limit, should attract a penalty of loss of licence for a period of three months for a first offence (and longer for 45km/h or more), bringing WA more in line with other leading jurisdictions.

All speeding offences should result in the loss of demerit points, including when travelling not more than 9km/h over the speed limit.

All revenue from speeding infringements given by a police officer should be directed to the RTTA.

Enforcement
Speed enforcement requires a range of strategies including fixed and mobile, overt and covert, as well as dual red-light speed cameras and point to point technology.

Speed cameras should be placed in areas with an identified road safety problem, high pedestrian activity or a history of speeding behaviour.

The legislation penalising drivers caught with radar detectors, radar jammers, or other devices capable of helping evade speed cameras and other speed measuring instruments, is supported.

Speed and red-light camera revenue
All revenue from speed and red-light camera infringements should continue to be re-invested into programs and initiatives to reduce deaths and serious injuries.

1.6 Post-crash response

In addition to preventing crashes, it is important to reduce the severity of injury and ongoing impacts when they occur.

The quicker emergency services can reach the scene of a serious crash, provide critical care, and transport those injured to hospital, the better the likely outcome. The hour immediately following such crashes is known as the "Golden Hour" – this is when the chances of preventing death through prompt medical treatment are the highest.

Those taken directly to a Perth hospital by an RAC Rescue helicopter are up to 50 per cent more likely to survive a major crash than if they are transported to a country hospital by road[7].

1.6.1 Post-crash response

Effective and timely rescue and medical attention is critical to reduce road trauma.

Technology
Technological solutions, such as eCall, which improve post-crash response times could reduce the chance of fatality or seriousness of an injury. To maximise the effectiveness and realise the benefits of such solutions there must be commitment from government, telecommunications infrastructure providers, mobile network operators, vehicle manufacturers and importers, and emergency services.

Government and other relevant parties must consider lessons learned from other jurisdictions, to ensure the technology and operational requirements are implemented effectively.

1.6.2 Post-crash care

Those affected by road trauma may have a range of physical or psychological needs. For some, the devastating impacts can be life-long.

Support services
Government should continue to provide and improve appropriate, timely and culturally responsive support services to meet the physical and psychological needs of those involved in, or impacted by, road trauma. These services should however not be funded from the RTTA.

[7] Ford D, Mills B, Ciccone N, Beatty S. Does Direct Helicopter Retrieval Improve Survival of Severely Injured Trauma Patients From Rural Western Australia. Air Medical Journal 39 (2020) 183-188.

2. Sustainable mobility

The mobility choices we make today should not impact negatively on the lifestyle and choices of future generations. Vehicles emit a range of gaseous pollutants that are harmful to the environment and our health. Transport is a major source of noxious and greenhouse gas emissions[8] (such as Oxides of Nitrogen (NOx), Carbon Dioxide (CO_2), and Carbon Monoxide (CO), Oxides of Sulfur (SOx), and Particulate Matter) and thousands of Australian lives are lost each year due to air pollution exposure[9]. We need renewable and clean energy policy supporting alternative technologies and fuels, initiatives targeting vehicle purchasing decisions, congestion management and the promotion of public and active transport; as well as planning and design practices that support connected, liveable communities.

2.1 Governance

There must be a clear strategic direction for Australian, and Western Australian transport energy policy backed by appropriate investments that will protect the environment and health of our communities.

2.1.1 Decision making

Strong leadership and credible policy decisions on transport emissions should be at a minimum consistent with Australia's international commitments to reduce greenhouse gas emissions (GHGs) to net zero emissions by 2050[10]. An appropriate target should be set for transport emissions, reflective of the contribution to total emissions, in an effort to achieve net zero.

A bold and ambitious, whole of government, State Climate Policy and roadmap that will minimise, and seek to reverse, the devastating impact of climate change on WA's current and future communities is essential to support a transition to a thriving, resilient, low carbon economy.

A robust strategy is essential to deliver emissions reductions associated with vehicle use. An effective and transparent governance structure, supported by appropriate accountability and reporting mechanisms/measures, such as shared and measurable KPIs (including around CO_2 and noxious vehicle emissions), is essential to ensure increased collaboration across government agencies.

The WA planning system should seek to mitigate potential adverse implications of planning, development and infrastructure decisions on climate change and public health.

An effective Air Quality Management Plan for WA is essential to minimise the impacts of pollution from vehicle emissions on the health of our communities.

2.1.2 Emissions and air quality data

The establishment of cohesive and comparable data collection mechanisms allowing government agencies to benchmark and track GHG emissions and air pollutant levels and changes in air quality is essential.

Improved air quality monitoring is supported to provide richer local data to aid decision making and increase community understanding of the health and environmental impacts.

Current approaches to monitoring vehicle emissions in WA should be reviewed and the release of this information improved.

2.2 Cleaner and healthier air

Efforts should be made to reduce harmful vehicle emissions in line with international benchmarks by addressing each of the factors that impact emissions. RAC offers a range of rewards to people who drive a lower emissions car through the Less Emissions Mission which provides discounts on products and services and other benefits.

[8] Department of Water and Environmental Regulation (2019), 'Climate Change in Western Australia – Issues Paper'. Access at: https://consult.dwer.wa.gov.au/climatechange/issues-paper/user_uploads/climate-change-in-wa_2019.pdf

[9] AIHW (2019), 'Australian Burden of Disease Study: Impact and causes of illness and death in Australia, 2015'. Accessed at: https://www.aihw.gov.au/reports/burden-of-disease/burden-disease-study-illness-death-2015/contents/table-of-contents

[10] Australian Government, 2021, Australia's Long-Term Emissions Reduction Plan. Accessed at: https://www.industry.gov.au/data-and-publications/australias-long-term-emissions-reduction-plan

2.2.1 Vehicle emissions standards

Vehicle emissions standards regulate the permissible amount of emissions vehicles can produce from the tailpipe while driving. This is important, particularly due to the increasing representation of diesel fuelled vehicles in the WA fleet which produce a disproportionately higher level of NOx emissions than petrol and electric vehicles.

While directly reducing vehicle emissions, internationally aligned emissions standards should also allow Australia access to the emissions reduction technologies available in those markets and so increase choice for consumers.

Carbon dioxide (CO_2)
The introduction of an impactful national CO_2 emissions standard for new light vehicles is supported, aligning Australia with the rest of the developed world.

Euro 6d (or equivalent)
Introduction of the Euro 6d (or equivalent) national vehicle emissions standards (with an interim of Euro 6b transitional phase, if required) is supported to regulate noxious vehicle emissions and would align Australia with EU and UN regulations. This should occur sooner than the speculated start date of 2027.

Vehicle emissions testing procedures
Aligning Australia with Europe and UN regulation for vehicle emissions testing, through introduction of the independent Worldwide harmonised Light-duty vehicles Test Procedure (WLTP), to better capture real world emissions of new vehicles and enable consumers to compare them, is supported. Utilising independent Real Driving Emissions (RDE) testing as complementary to WLTP should also be implemented.

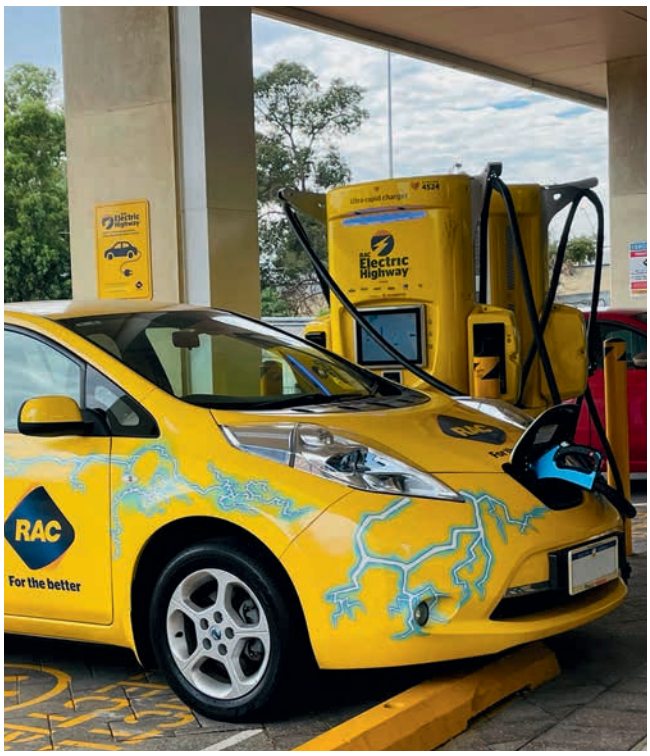
2.2.2 Fuel

The quality and availability of the vehicle fuels and alternative, cleaner energy sources available in Australia impacts the level of vehicle emissions and the extent to which the latest engine technologies available elsewhere can be adopted.

Fuel quality and standards
Ensuring there are appropriate fuel quality standards in Australia is supported to address vehicle emissions across the entire fleet, and to ensure Australia is able to adopt 'cleaner' vehicle technologies and more efficient engines which are available internationally.

Reducing harmful fuel components such as sulfur and aromatics, while also increasing octane levels in petrol, can directly impact vehicle emissions, air quality and public health. Government should work to implement the decrease in allowable sulfur content in fuel, from 150ppm to 10ppm by 2024 to align with the current limit in jurisdictions such as Europe, North America and China.

A long-term pathway for the widespread use of higher-octane fuels like 95 RON and 98 RON and the removal of low octane fuel, 91 RON, from sale in Australia, is supported.



Fuel alternatives
Governments should adopt policies that encourage the use of a wide mix of power and fuel systems to enhance consumer choice and reduce dependence on fossil fuels, including facilitating an ongoing shift to renewable energy generation.

Carbon emissions offsets
Investment in accredited carbon offsets such as Australian Carbon Credit units (ACCUs) to mitigate remaining greenhouse gas emissions that cannot be abated is supported.

2.2.3 Low and zero emission vehicles

To drive the transition to cleaner transport, action to facilitate increased uptake of low and zero emissions vehicles is required.

Targets
Government should set ambitious targets (including timeframes) for WA and Australia's low and zero emissions vehicle fleet, uptake and charging infrastructure delivery.

Incentives
State and Federal government should explore and implement a range of incentives and taxation exemptions and subsidies, reflective of the reduced levels of emissions and the comparatively high cost of purchase, to increase low and zero emissions vehicle uptake. State based taxation exemptions/ subsidies could include vehicle licensing duties and registration fees. At a national level, Luxury Car Tax, Goods and Services Tax, Fringe Benefits Tax treatments and vehicle customs duties could be considered.

Education and awareness
Campaigns and information which help motorists understand and manage the energy consumption of their vehicle and reduce greenhouse gas emissions are supported. This includes purchasing vehicles that produce lower or zero emissions, as well as using more sustainable and active modes of transport.

Ratings at the point of sale
Government should ensure consumers have access to easy to understand emissions and fuel consumption information at the point of sale, via an effective ratings system, when making new car purchasing decisions.

Fleet and commercial vehicles
Governments should help accelerate the introduction of more fuel-efficient vehicles by setting ambitious targets (including timeframes) for purchase of low and zero emissions vehicles for government fleets and encouraging employees and other businesses to do the same.

Public transport fleet
Government should continue to retire high emissions buses and transition to an operational fleet powered by the most sustainable energy sources, including hybrid, all-electric and hydrogen. Expanded trials and the rollout of electric buses into the general public transport fleet are supported.

Infrastructure
Continued investment in the expansion of public low and zero emissions vehicle charging infrastructure networks is supported.

Government should ensure timely and efficient rollout of the plan for State charging infrastructure across Perth and regional WA under the State Electric Vehicle Strategy, to support uptake and alleviate range anxiety.

In implementing a publicly accessible charging network across WA, Government should seek to minimise duplication with existing charging stations in the early stages to maximise coverage while state-wide charging infrastructure remains scarce.

To facilitate increased installation of charging infrastructure, particularly in the near-term, the provision of concessions or other mechanisms which would see cost-prohibitive charges under the Distribution Low Voltage Connection Scheme, reduced or removed is supported.

Further investigation of refuelling infrastructure to support for example, the operation of a public transport fleet that uses the most environmentally sustainable energy sources, such as hydrogen fuel cell buses, is supported.

Planning regulations to accommodate electric vehicle charging
Future proofing new developments in WA through introducing appropriate minimum requirements for electric vehicle charging provision and/or other incentivisation through the planning system, is supported.

Sale and supply of electricity
Government should review the legislative frameworks with a focus on mechanisms within the relevant legislation that allow for the sale and on-selling of electricity to the WA public, for the purposes of enabling publicly available electric vehicle charging infrastructure. This would alleviate the need for an ongoing exemption process.

In supporting growing demand for low and zero emission vehicles and managing impacts on energy supply, particularly during peak periods, encouraging off-peak charging for example through price signalling and smart metering, is supported.

Innovation and technological developments
The continued investment in cost-effective low carbon and cleaner automotive technologies by the motor vehicle manufacturing industry, across a range of vehicle characteristics, is supported. This includes more affordable and efficient electric and hybrid drivetrains, alternative fuel sources and more efficient liquid fuelled drivetrains.

Hydrogen
The continued trial, and expansion where appropriate, of hydrogen fuelled transport in WA is supported. Utilising sustainably produced or 'green' hydrogen should be prioritised.

2.3 Transport system funding

To deliver, operate and maintain a high-quality transport system, fair, effective and sustainable funding streams are required.

2.3.1 Taxation

The inefficient collection and distribution of taxation can delay the development and maintenance of the transport system.

Expenditure
All levels of government share the responsibility to provide a safe, well-designed, well-maintained and efficient transport system.

Consistently, at least half of all revenue raised from motorists through tariffs, stamp duties, registrations, licence fees, fuel excise, GST and the like should be reinvested in improving the safety and efficiency of the transport system.

The State Government should investigate the distribution of revenue collected from all vehicle licensing fees, which are currently paid to the Main Roads Trust Account, to ensure it reflects government priorities across all modes of transport, with a view to increasing the proportion directed towards active and public transport, and road safety measures.

2.3.2 Funding model

A range of funding models and options need to be explored to ensure a high-quality transport system now, and into the future.

Road user charging

Governments should consult on and develop a new road user charging model to replace the existing public fees and charges used to generate revenue.

A road user charge should only be implemented as a part of genuine national reform of taxation on road users.

Area cordon charges which charge vehicles entering a defined area, and/or toll roads should only be considered as part of a broader reform of taxation on motorists and should not be imposed on top of the existing fuel excise, stamp duty and GST charges.

Outside of broader reform, the introduction of a new and additional tax targeting specific road users such as drivers of low and zero emissions vehicles is not supported; this is likely to be a deterrent to uptake.

A rigorous cost-benefit analysis of the social, economic and environmental impacts of any potential road user charge should be undertaken before changes to the current system are considered.

Federal fuel excise should be reformed as part of the broader reform of taxation on motorists.

The allocation of Federal Government funds to WA should be increased to recognise the unique challenges faced in building, maintaining and operating the transport system in this State.

Alternative funding models

Government should investigate appropriate alternative sources of funding essential transport infrastructure including those appropriate for regional areas, and opportunities to encourage contributions through the development contributions framework and value capture mechanisms. This should include considerations of exploring a range of funding options for public transport and cycling infrastructure projects.

3. Connected mobility

Western Australians need to be able to move easily around their communities, using a range of private, public and shared transport options, and to feel socially connected. We must ensure planning and design practices support vibrant and liveable communities and that our transport system caters for the increasing demands of a growing population to support economic growth of the State. Transport must be affordable and accessible for all, regardless of ability.

3.1 Governance

There must be a clear strategic direction for WA's transport system, backed by appropriate investments, that enables vibrant and liveable communities.

3.1.1 Decision making

A robust and fully funded integrated transport strategy and plan is essential to provide a clear strategic direction for WA's transport system and land use integration to create connected communities.

Reform of the WA planning system to ensure it is more strategically-led and transparent is supported to enable more effective planning, development and transport infrastructure decisions to support the sustainable growth of Perth and WA.

The community should be empowered and engaged through the planning system, at appropriate stages, to enhance the outcomes of planning and development decisions at a neighbourhood and local level.

Robust assessment and evaluation of transport projects to help facilitate informed budgetary decision making and achieve the best outcomes from public expenditure is supported.

Cost benefit analyses, which include non-monetised benefits, and business cases for major and high value transport projects should be publicly available.

Infrastructure Australia (IA)
IA, as the nation's independent infrastructure advisor, should take a leadership role in proactively facilitating the identification and prioritisation of nationally significant initiatives and projects in WA based on the audits conducted and finding from its research activities.

In identifying transport infrastructure needs and investment priorities, moving away from the outdated 'predict and provide' approach – where future travel demand is forecast based on historic trends – to a forward-looking 'vision and validate' model is supported to achieve desired liveability and productivity outcomes.

Infrastructure WA (IWA)
The establishment of IWA as an independent statutory body (providing expert advice to government on the infrastructure needs and priorities for WA) was supported to help ensure transparent and evidence-based investment decision making.

A publicly available long-term infrastructure strategy, which includes measurable targets, prioritised project proposals and has undergone rigorous stakeholder, industry and community consultation, will be important to guide infrastructure planning, prioritisation and investment decisions by the State and Federal governments.

All IWA strategies, plans, reports, publications and advice to Government should be tabled in Parliament and made publicly available, along with any direction given by the Premier to IWA and Government responses to IWA documents.

Parliamentary Budget Office
The establishment of an independent Parliamentary Budget Office to provide policy costing and advisory services to all Members of the Parliament of WA is supported to improve the accuracy and transparency of costings for policies and election commitments.

3.1.2 Transport data

Information about how transport networks are used and performing is of vital importance to inform infrastructure and service planning and investment decisions. Data relating to all modes of transport should be collected and made available to the public. For example, to enhance safe and active travel, government should collect information related to pedestrian, cyclist and eRideable volumes, speeds, crashes and near misses across more of the road and path networks.

The establishment of cohesive and comparable data collection mechanisms allowing State Government agencies to benchmark both statistics and programs against shared KPIs to explicitly track and measure usage and performance is supported.

3.2 Affordable mobility

Increases in the cost of transport can add pressure to already strained household budgets.

3.2.1 Collection of motorist taxation

Taxation and other revenue collection imposed on road users should be fair, equitable and transparent.

As a corrective measure and to make the cost of transport more affordable, vehicle registration fees should be frozen until 2025. Any future increase to the cost of motoring should be kept at or below the cost of inflation.

The introduction of additional payment options for motor vehicle registration, set as a pro-rata amount of the annual fee, is supported so motorists are not penalised for paying in instalments to spread the cost.

3.2.2 Fuel and electricity

A competitive and transparent market for petroleum and electricity products best serves the interests of consumers.

Market competition
Government should continue to monitor industry and relevant markets to protect the interest of consumers and guard against anti-competitive pricing behaviour.

The State Government should continue to provide the FuelWatch scheme to monitor prices and enable consumers to make informed choices as to when and where to purchase fuel at the most competitive prices.

Market regulation
Regulation of industry sectors (generation, refining, wholesaling, distribution and retailing) should ensure ongoing transparency of pricing and costs that are easily accessible and understandable to the average consumer.

The State Government should monitor excessive differences between metropolitan and regional prices.

Fuel price boards and labelling
All fuel retailers should, as a minimum, clearly indicate the retail prices of Unleaded Petrol (ULP), Diesel and LPG (where available) sold at the site, exclusive of any discount. Displaying discounted prices in addition to retail prices is at the discretion of the retailer but a discounted price should not be displayed in a manner which would make a reasonable motorist believe it is the retail price.

At the pump, inconsistent labelling of the different fuel types can result in 'misfuelling' which can cause motorists to incur additional refuelling and repair costs, as well as have environmental impacts with the unusable mixed fuels.

Regulation should be considered that would ensure different fuel types are clearly labelled and consistently colour coded across fuel pumps at all fuel retail outlets.

3.2.3 Public insurance scheme

Owners and drivers of WA licensed vehicles should have affordable access to cover for personal injuries they may have caused or sustained in the event of a motor vehicle crash.

Compulsory motor injury insurance
The no-fault Motor Vehicle Catastrophic Injuries Fund (MVCIF) is supported.

The cost of compulsory motor injury insurance should not add an increasing and unnecessary financial burden on Western Australians. The cost of the MVCIF and the fault-based Third Party Insurance Fund (TPIF) should be regularly and openly reviewed.

Dividends paid from the TPIF to the State Government should be directed toward road safety initiatives. Government should report on how any dividends derived from compulsory motor injury insurance have been allocated, with appropriate accountability measures in place.

The Insurance Commission of WA, MVCIF and TPIF should remain government owned.

Insurance for automated vehicles
The establishment and implementation of an appropriate insurance framework is required to protect both automated vehicle occupants and other road users interacting with these vehicles.

3.2.4 Rights of vehicle owners

Vehicle owners, as consumers, have the right to choice and a fair deal when it comes to their vehicles.

As consumers
The rights of motorists as consumers should be protected by appropriate legislation.

All motor vehicle dealers and repairers should be licenced by an appropriate authority and operate within Australian Consumer Law.

Manufacturers, importers and retailers of motoring products should be required to ensure that their products meet the claims made for them. These claims should be supported by product testing carried out under the International protocols on products relevant to the Australian market and its standards.

Repairs
Consumers have the right to choose where to have their vehicle serviced or repaired without any other ownership penalty. Vehicle manufacturers should not imply or lead vehicle owners to believe their vehicle's factory warranty will be affected by having it serviced elsewhere.

Equally, consumers have the right to access data generated by their vehicles. Consumers should be able to use this data to make informed decisions with regards to servicing their vehicles.

Consumers must have adequate coverage for warranty repairs and servicing of their vehicles.

Consumers must also be made aware when imported used vehicles do not suit Australian conditions and fuels.

Tools and information required to fully service and repair newer vehicles should be made available by manufacturers to the market at a reasonable price and within a reasonable timeframe.

Introduction of legislation to establish a mandatory Motor Vehicle Service and Repair Information Sharing Scheme is supported. Governments should continue to work towards supporting the scheme's implementation and operation to ensure the rights of vehicle owners to choose their repairer and to support competition in the service and repair market.

Towing
The right to choose a towing company in the event of a crash or breakdown, except where the vehicle is required for evidentiary purposes by the Western Australia Police Force, road authority or where the driver is incapable of making an informed choice, is supported.

The right of vehicle owners to choose where their vehicle is towed to, is also supported.

To protect vehicle owners and ensure the cost of motoring is affordable, maximum charges should be established for standard crash and breakdown towing and storage of vehicles. Call-out fees and charges for separate activities incidental to the towing service, such as administrative fees, should be prohibited.

Wheel clamping
The use of wheel clamps and other immobilising devises to detain a vehicle is not supported as a parking management practice, and the recent legislation to prohibit this practice in WA was supported.

3.2.5 Public transport fares

As a corrective measure and to ensure public transport remains affordable, fares should be frozen until 2025. Subsequent annual increases to fare prices should not exceed the rate of inflation.

Concessions and free travel for seniors should be maintained to reduce non-essential private car trips.

The introduction of a maximum daily and weekly cap on fare payments that provides price certainty to public transport users and encourages greater patronage is supported, as is the introduction of the two-zone cap.

Discounted fares should be offered for travel during off-peak periods, including weekends and public holidays.

3.2.6 Travel subsidies

The maximum subsidy for the Taxi User Subsidy Scheme (TUSS) should be increased to improve mobility for those with disabilities. Trips under the TUSS should be exempt from the On-demand Passenger Transport Levy.

3.3 Enhanced liveability

Good urban design and well-planned communities which enable better access to transport options and improve social connectedness are vital for enhanced liveability.

3.3.1 Planning and design of communities

Planning and design undertaken by all levels of government should recognise the critical link between land use and transport activities, and ultimately the implications for liveability.

Transport and land use Integration
Planning should ensure the integration of all modes of transport and land use to ensure the community has access to a range of practical transport options, and to minimise the environmental impacts of mobility.

Land use, development and infrastructure planning and design should improve or enhance access within the community whether it is to employment, leisure, social, health and/or recreation opportunities by catering for private and public transport, as well as active transport modes.

The concept of new communities which rely less on motor vehicle transport to access these activities and with reduced car parking provision is supported.

Strategies such as urban infill and the creation of greater employment opportunities in suburban activity centres, to reduce the extent and distance people need to travel for work purposes, are supported.

Planning and development standards and guidelines should be regularly reviewed to align with and support strategic land use and transport priorities, and to capitalise on technological advances such as automated vehicle technology.

Infill development
Continued urban expansion (or urban sprawl) through development of previously undeveloped "greenfield" sites in the outer suburbs and on the fringes of the metropolitan area, particularly in areas which are not well served by public transport, is undesirable.

Urban infill development to strike a better balance of residents and jobs, particularly in Perth's central sub-region, is supported to reduce commuting distances and travel demand between the outer and inner areas.

The State Government should work with local governments to identify and remove barriers to urban infill development, such as through the creation and implementation of an urban consolidation action plan. Incentives, such as priority approval processes and taxation exemptions/subsidies, are supported to increase the infill rate in appropriate areas.

Mixed-use and infill residential and commercial developments of increased densities should primarily be focused around activity centres and public transport hubs. The construction of new rail stations presents a significant opportunity.

Such developments are also supported along high frequency bus, and future rapid transit corridors to encourage increased public transport patronage.

Infill development in existing "brownfield" areas within established suburbs must be sensitive to the character and nature of these areas.

Urban infill must be supported by significant improvements to public transport services and infrastructure, as well as active transport networks, to address current connectivity constraints, minimise unnecessary car travel and cater to multi-modal travel demand to be generated by the State Government's infill targets.

The required net infill rate and priority actions to achieve the State Government's long-term policy target for urban infill development in Perth and Peel should be reviewed, updated where necessary and reported annually, for example as part of the Urban Growth Monitor.

Universal access

Universal access should be considered and provided to ensure all members of the community have appropriate and easy access to transport and through the public realm. If done well, applying universal design principles and practices provides better access for all.

Social connectedness

Well planned communities, transport options and the design of streets and public spaces should provide the necessary access and ensure the creation of safe and welcoming places to enable greater social interaction.

Planning, infrastructure and economic development related strategies and plans should seek to prioritise the development of social infrastructure, including recreational facilities and open space, that enables greater connection and builds a sense of place to support healthy, active, and thriving communities.

Government initiatives that help to enhance social inclusion for all groups and provide opportunities for people to be actively involved in their local communities are supported to improve the health and wellbeing of residents, as well as neighbourhood liveability.

Government, developers and other interested organisations should undertake meaningful community engagement at appropriate times in the planning and decision-making process. Where possible, government and other organisations should aim to empower residents, local businesses and community-led groups to act together in co-designing and driving positive change in their local areas, fostering a stronger sense of community spirit.

3.3.2 Roads and congestion

Continued investment in our road network is essential, particularly in maximising the efficiency and safety of existing infrastructure.

There is no single solution to congestion, and to manage it, a suite of options should be employed.

Road upgrades and improvements
Upgrades of the metropolitan road network should be targeted at addressing safety issues first and foremost, with bottlenecks targeted to improve efficiency ahead of providing additional capacity through widening and network expansion.

Government should prioritise and increase provision for more sustainable and space efficient modes of transport in seeking to satisfy urban peak travel demand. This could include reallocating road space from general traffic to provide for public transport priority lanes and on-road cycling infrastructure.

Regional road investment should prioritise treatments that improve safety and enhance access to regional towns and communities.

Road space allocation, design and operation
The application of road planning, design and operation principles that seek to manage demands for limited road space and ensure safety, efficiency and amenity for all road users is supported.

Decisions about the allocation of road space and operation of the road network should consider both the people movement and place functions of streets and areas, appropriately supporting the prioritisation of different transport modes and integration with surrounding land uses. To aid decision making, road network operations plans with specified service goals for all road user groups, should be developed.

Restrictions and hours of operation for bus lanes, clearways and on-road parking should be clearly advertised, for example through visible and legible roadside signage, improved advertising on parking meters and/or with appropriate road markings.

Automated vehicles and supporting infrastructure
In addition to reducing road trauma, automated vehicles have the potential to significantly impact the efficiency and operation of the road network and provide enhanced mobility.

Government should take a role in leading initiatives to regulate and plan for automated vehicle technology and supporting infrastructure, with a focus on ensuring they complement and enhance public transport and shared use.

Intelligent transportation systems (ITS) solutions
ITS technologies should be integrated into roads, parking and community infrastructure, as well as vehicles and public transport networks to help manage congestion, improve mobility for all road users, save lives and optimise the value of existing infrastructure.

ITS technologies should not be used primarily as an enabler for increasing physical road capacity, for example through facilitating the conversion of emergency lanes to general traffic lanes.

Awareness and education
Government should fund public awareness and education campaigns as part of the implementation of new network management technologies and associated road modifications to enhance road user understanding and facilitate realisation of the safety and efficiency benefits.

3.3.3 Public transport

The public transport system should be efficient, reliable and affordable.

Infrastructure and services
Sustained and widespread investment in improving the quality and coverage of the public transport system is supported. Regular reviews are supported to enhance the quality of public transport service provision. Any cost savings generated through service reviews should be reinvested in the public transport network in the same service area.

An integrated multi-tier public transport system should be provided comprising city-shaping infrastructure such as heavy rail and a mid-tier rapid transit network.

Investment in the provision of bus/public transport priority measures, such as bus/public transport priority lanes and priority at traffic signals, to improve the reliability and competitiveness of regular bus services is also supported. This may also involve the reallocation of road space.

Investigation and trialling of on-demand bus services is supported, particularly to enhance provision in areas where fixed services may not be financially viable such as in regional communities.

The removal of road/rail level crossings is supported to improve public transport efficiency, ease localised congestion and improve safety but care needs to be taken to ensure good connectivity and accessibility, especially for pedestrians and cyclists.

Governments should investigate the feasibility of and invest in improving the frequency, reliability and coverage of public transport services feeding rail stations and key destinations to improve access and help reduce the demand for parking. A combination of regular services, free CAT type services and on-demand services should be considered.

The construction or expansion of park and ride facilities at train stations in inner suburbs is not supported; improved public transport, walking and cycling connections and drop-off provision should be prioritised.

To encourage uptake of cleaner transport, consideration of options to support more bikes, eBikes and eRideables being used as part of a multi-modal trip, is supported. Considered in the context of user demand and patronage, this could include secure lock-up facilities at a greater number of public transport nodes and the ability to take foldable eRideables and other micromobility devices on services during peak hours.

An increased focus by Government on planning for the application of automated vehicle technology to enhance the quality and coverage of urban and regional public transport systems is supported.

Awareness and education
The State Government should fund public awareness and education campaigns to encourage increased patronage, particularly in association with the provision of new public transport connections.

3.3.4 Cycling

The personal, community, health and economic benefits of cycling are widely recognised and its growing popularity as a means of commuting, and for recreation, is evident.

Funding
Government should set a minimum annual transport budget percentage allocation for cycling programs. Trials of initiatives which incentivise and encourage greater uptake of and mode shift to cleaner commuting options (such as salary sacrifice schemes for bikes and eRideables), are supported.

Infrastructure
For cycling to remain a safe and viable transport option, accelerated investment in infrastructure and education programs that facilitate safer cycling is vital.

In addition to continued investment in Perth's principal shared path (PSP) network, increasing the availability of appropriate, safe and well-designed on-road facilities (including prioritising physically separation from motorists where possible) is essential to providing improved safety, amenity and connectivity to activity centres, train stations and the PSP network.

To enhance personal safety and amenity for PSP and shared path users, upgrades should be made to ensure surface quality, width and lighting levels meet, and even exceed, relevant standards.

Government should regularly review design standards for both on and off-road cycling infrastructure, such as shared paths widths, and pave the way for the trialling of more innovative design approaches. The State Government's Safe Active Streets program (also known as Bike Boulevards) is supported and should be expanded to create safe routes along neighbourhood streets, connecting the wider cycling network and community amenities such as schools, train stations and shops.

The provision of secure end-of-trip facilities for cyclists at public transport hubs and within activity centres and new developments is an important step to encouraging alternative mobility options.

Electric bikes and eRideables
The promotion of legal electric bikes and eRideables such as electric scooters which help make cycling, and personal mobility more generally, a more attractive and practical option for more people and reduce reliance on the car is supported.

However, regulation and enforcement are required to ensure safe and legal travel for cyclists, eRideable users, and other vulnerable travellers, particularly pedestrians.

Regulation
Cyclists and eRideable users who choose to use footpaths and shared paths should do so in a manner that is safe for all users. Cycling/riding on footpaths and shared paths should be managed in areas of high pedestrian demand.

Awareness and education
The State Government should fund public awareness and education campaigns to highlight cycling safety, encourage responsible cycling and promote increased usage of new infrastructure. Funding school-based cycling training will also help to grow cycling participation and build skills and confidence.

3.3.5 Walking

Walking can provide many benefits, and with pedestrians being some of the most vulnerable road users, appropriate infrastructure is essential to support increased levels of walking, including use of motorised mobility scooters or gophers.

Funding
The State Government should provide more strategic direction and allocate a specified proportion of transport funding and resources to champion the needs of pedestrians.

Infrastructure
Planning and designing cities and communities which provide opportunities for people to integrate physical activity as part of their daily routines, is supported.

The State Infrastructure Strategy should recognise the role of pedestrians in creating vibrant, liveable communities, improved health outcomes and a strong, diversified economy, by including specific recommendations to make it safer and easier to walk.

To make it safer, easier and more practical to walk, governments and developers need to provide safe and attractive travel routes particularly around schools and activity centres.

Increased investment in high quality, well-designed, connected, legible pedestrian infrastructure is supported, as well as increased priority for pedestrians at traffic signals.

Increased separation is supported in areas where there is potential for conflict between pedestrians and higher speed cyclists to cater for the safety and needs of different user groups.

Awareness and education
The State Government should fund public awareness and education campaigns and training to highlight pedestrian safety and encourage increased physical activity.

3.3.6 Parking

Parking should be managed to provide short term access for the community to services and local amenities, while limiting excessive car travel to help manage congestion.

Supply and management

Parking strategies should provide an appropriate balance between off-street and on-street parking and employ effective kerbside management practices and the use of technology solutions to manage demand and minimise traffic circulation.

Off-street parking should be prioritised on roads with high traffic volumes or where there are opportunities to reallocate road space for other uses, such as on-road cycling infrastructure and bus priority measures.

Reduced car parking provision such as through the introduction of maximum parking standards and the use of reciprocal/shared parking arrangements in new developments and activity centres, particularly where there is good public transport accessibility, is supported to help manage congestion.

Revenue

Government taxes placed on parking spaces and parking charges can be important tools in managing travel demand and revenue raised should be re-invested in public transport, cycling and/or walking improvements. However, Western Australians should have access to greater and more accessible information regarding how this revenue is spent.

3.3.7 Shared mobility options

Collaborative consumption, as part of the sharing economy, is an economic arrangement whereby people share access to products or services, rather than having individual ownership.

Car/ride sharing

Car sharing and legal ride sharing are supported as ways to supplement existing transport networks, provide improved travel choices, as well as reduce personal costs of travel and the number of vehicles on our roads.

Mobility-as-a-Service (MaaS)

Government should widely consult on and develop a plan to enable the possible future integration of public and private transport services into a single on-demand mobility service (through a smartphone app/more accessible payment platform to enable public and private service integration, enhanced journey planning and seamless payments).

3.3.8 Travel demand management

Managing the demand on the transport networks at peak times is a way to manage congestion.

Your Move

Behaviour change programs which encourage the use of more sustainable modes of transport and make more efficient use of existing infrastructure are supported.

Travel Plans
Preparation of travel plans for major developments is supported to better manage congestion within and around the CBD and activity centres.

Flexible working practices
Where practicable, employers should support flexible working arrangements that help to reduce travel demand during peak times.

3.3.9 Digitisation and data privacy

Open data
To realise the benefits of digitisation and enhance mobility, aggregated and non-identifiable datasets should be regularly and openly shared by government.

Privacy
Individual privacy associated with the collection, storage and use of mobility-related data should be protected and personal and/or sensitive information should be encrypted and de-identified.

Government should consult with industry and the community on a framework(s) around permitted usage of data collected by new and emerging technologies such as automated vehicles to support deployment, encourage community trust and take-up and accelerate benefits realisation.

Investigation of appropriate restrictions on private industry around the use, storage and sharing of personal and sensitive information collected by such new and emerging technologies is supported.

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For further information please
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