RAC Public Policy

2018-19

RAC

For the better

About RAC

RAC represents the interests of more than one million Western Australians and is the leading advocate on the mobility issues and challenges facing our State. A key role for RAC is to act as a voice for our members and as a strong public advocate on the mobility issues which affect Western Australia (WA).

RAC works collaboratively with Government and other organisations to ensure our members and the community have access to safer, easier and more sustainable mobility options.

RAC aligns its activities with the following three themes:

» Safer – 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 reinvest 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 demonstration trials such as the RAC Automated Vehicle Program, including the Intellibus Trial and RAC e-Bike Trials.

About our Public Policy

RAC advocates for all Western Australians, whether they are a driver, passenger, cyclist, motorcyclist, or pedestrian.

This document outlines what we stand for and our public policy positions to support better mobility for Western Australians.

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

Contents

1. Safe mobility

No matter how we choose to move around Western Australia, we should be safe in doing so. » The WA road fatality rate is unacceptable. No-one should be killed or injured on our roads. » In line with WA's road safety strategy, we must align to the Safe System approach which is, to have safer drivers in safer cars on safer roads at safer speeds. » All road users have a responsibility to ensure our roads are safe for everyone.

1.1   Governance

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

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.

Government agencies must be held accountable for their share of improvements to reduce the number of fatalities and serious injuries.

A stronger and bolder approach should be adopted by government agencies when considering and implementing road safety solutions, and this should be done so in a timely and proactive manner.

1.1.2   Road safety data

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

1.1.3   Funding

The ability to effectively direct available funds to high priority road safety projects and areas can positively impact road safety outcomes.

Allocation of road safety funding should prioritise evidence-based initiatives, or initiatives which can result in the greatest gains to improve road trauma outcomes.

Road safety spending should require accountable and measurable outcome-monitoring evaluations.

1.2   Safe road use

Road user behaviour such as inattention, speeding, and impaired driving are some major causes of road trauma. All road users have a responsibility to use roads responsibly and legally.

1.2.1   Enforcement

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

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.

The list of double demerit offences should be regularly reviewed.

Police performance
Better and more frequent reporting of Western Australia Police Force traffic enforcement metrics and outcomes would improve community understanding of the rationale for, and delivery of, traffic enforcement.

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

Government should investigate measures to reduce crashes involving vulnerable road users, including introducing laws which provide this group greater priority at intersections.

Slow down move over
First responders, drivers and passengers have a right to be protected while rendering assistance at the roadside to road users.

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.

Lane splitting and filtering
Government should clarify legislation relating to lane splitting and lane filtering to assist and reinforce with motorcyclists and drivers the dangers posed by certain manoeuvrers 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 and cyclists. Secondary school education should focus on preparing young people to become responsible road users.

Pre-licence preparation should include instruction in driving skills, driver behaviour, and the consequences of irresponsible road use.

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

Post-licence education

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

Those who are required to drive or ride as part of their employment should be made aware of their responsibility to drive in a safe and legal manner. This should include instruction on the effects of fatigue, distraction, speed, and the effects of alcohol and/or drugs.

Employers should take a proactive role in ensuring their employees drive in a safe and legal manner.

A comprehensive suite of intervention, rehabilitation and education programs that address illegal road use behaviour, reflecting the seriousness and recurrence of the offence, should be considered when sentencing offenders.

Community awareness

Government should fund community education campaigns which raise awareness of major road safety issues such as driver inattention and focus on the shared responsibility of road users.

Road safety campaigns should highlight the dangers faced by specific at-risk groups such as vulnerable road users and people in regional areas.

1.2.3 Alcohol

Operating a vehicle while impaired by alcohol places them and other road users at increased risk.

Penalties

Drink driving should be subject to rigorous enforcement and strong penalties to reflect the seriousness of the offence.

Penalties for drink driving should reinforce the message that such behaviour is unacceptable 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.

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

Enforcement

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

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

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

Government should fund regular, high profile community awareness activities and school education programs about the dangers of drink-driving.

1.2.4 Drugs

Legal and illicit drugs can affect the ability to drive, ride or walk, placing them and other road users at increased risk.

Penalties

Drug driving should be subject to rigorous enforcement and strong penalties to reflect the seriousness of the offence.

Penalties for drug driving should reinforce the message that such behaviour is unacceptable 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.

Enforcement

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.

Government should fund regular, high profile community awareness campaigns and school education programs about the dangers of driving while under the influence of drugs.

1.2.5 Licensing

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

Penalties

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

Novice

The system for learner and novice drivers and riders should be built around the principle of ensuring young people become responsible road users.

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

Learners should undertake supervised driving under a range of conditions.

Increasing supervised hours in the learner phase reduces crash risk when a full licence is gained. The logbook system of supervised driving is supported but learner road users and their parents should be encouraged and supported to go beyond the mandated minimum hours.

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

Extraordinary licence

The issuing of extraordinary licences to people who have either received an immediate licence dsiqualification, or a licence

suspension due to the accumulation of demerit points enabled by section 27 of the *Road Traffic (Authorisation to Drive) Act 2008 (WA)*, 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 affect their ability to drive, should be required to 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 underpins their personal mobility and access to health, social and community opportunities.

Governments should take an active role in supporting the older members of the community to continue having an active and independent lifestyle, particularly if driving ceases to be an option.

Governments should also implement an agreed plan to provide appropriate transport modes and services.

1.2.6 Inattention

Inattention, be it deliberate or not, is a significant cause of road trauma and the number of deaths and serious injuries is comparable to speeding and/or drink driving. In particular, road users will be subject to significant distraction when using mobile phones or hand-held electronic 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 unacceptable 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.

Enforcement

All road users should act to eliminate any in-vehicle distraction and to obey laws relating to the use of hand-held mobile phones.

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 and sufficient funding should be given to the Western Australia Police Force to increase the level of enforcement year on year.

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.

Technologies which can minimise or prevent devices from distracting road users from the driving task, including blocking the signal to driver devices at the network level, are supported and should be actively deployed.

1.3 Safe vehicles

All vehicles, regardless of age, should be of the highest safety standards if they are to be driven on Western Australian 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.

1.3.1 Vehicle 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 vehicle safety standards are outlined in the Australian Design Rules (ADRs) and apply to all new vehicles. Currently, the adoption of critical safety technologies within ADRs is protracted and lags behind the market. ADRs must be more frequently reviewed for adoption of new safety technologies, such as driver-assist, to ensure the Australian community can realise the reduced road trauma benefits sooner than it currently does. This is critical given the rapid rate at which these technologies are progressing.

New vehicles

ANCAP tests the safety features 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. The mandatory display of ANCAP star ratings in associated sales and promotional material is supported.

As a minimum, all new passenger and light commercial vehicles on sale in the Australian market should have autonomous braking systems, rear cameras and head protecting side airbags as mandatory safety features. New vehicles should integrate safety features designed to protect vulnerable road users in the event of a crash.

Seatbelt reminders for all seating positions should be standard.

These requirements should be actively reviewed and upgraded as new safety features become available.

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 be progressively included in assessments performed through ANCAP.

Government should remove tariffs and charges to reduce the cost and therefore improve access to vehicles with a 5-star ANCAP safety rating.

Used vehicles

Used cars 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.

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.

Government should take a role in leading initiatives to facilitate, regulate and fund these systems.

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

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.

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 vehicle 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.

All new motorcycles should be fitted with Anti-lock Braking Systems and Electronic Stability Control to increase safety and reduce motorcycle crashes.

Protective clothing

The Government should investigate the introduction of a star rating system for motorcycle helmets and protective clothing to provide motorcyclists with consistent and comparable information on the levels of protection. Motorcyclists and cyclists should be encouraged to wear high visibility clothing/gear.

1.3.3   Personal Mobility Devices (PMD)

Uptake of PMDs, such as Segways, motorised scooters, and eBikes can promote greater mobility through increased choice.

Regulation and standards

In order to better facilitate safe technology in a growing market, Government should develop and adopt vehicle safety standards and policies which appropriately consider interaction with other road users and support the increased uptake of PMDs.

1.3.4   Seatbelts/child restraints

Seatbelts and child restraints can prevent death and reduce the severity of injury. 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 unacceptable and should be reviewed every two years. Repeat offenders should face stronger 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, 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 road users including motorcyclists, cyclists, pedestrians and people with mobility difficulties.

Road standards

Road design must be context sensitive and consider all road users, the street environment and adjacent land use. Roads should be designed to be self-explaining and self-enforcing to promote appropriate road user behaviours.

The Australasian Road Assessment Program (AusRAP) rates the safety of national 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.

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.

Roadside help phones

Roadside help phones can provide safety and security. These are particularly important where there is poor mobile phone coverage.

1.4.2   Preventative remedial measures

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, roadside barriers and audible edge lines should be implemented in areas where there is a record of road crashes or where a high crash risk has been identified.

Intersection protection

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

Dynamic digital billboards

Advertising on dynamic digital billboards which attract attention to something other than the driving task and can reduce driver attention are not supported, particularly on freeways and highways and on major arterial roads where speeds can exceed 80km/h.

1.5   Safe speeds

Speeding is the leading cause of fatalities on WA roads. Setting speed limits which reflect the road conditions, consider the biomechanical tolerances of humans, as well as having appropriate levels of penalties and enforcement, will reduce the incidence of speed related fatalities and serious injuries.

1.5.1   Speed limits

The biomechanical tolerances of humans for different crash types are between 20 and 30 km/h for pedestrians and cyclists. As a result, the fatality risk for pedestrians being hit at 50 km/h becomes double that of being hit at 40 km/h and five times as great as being hit at 30 km/h. Similarly, the biomechanical tolerances for vehicle occupants are up to 70 km/h for head-on car crashes.

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).

Safety elements and performance should be prioristised above network efficiency.

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.

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.

The temporary reduction of speed limits for roads with an identified road safety problem is supported but should not be used as a long term alternative to resolving the specific problem by way of remedial works.

Targeted speed reduction

A blanket speed limit of 50km/h in residential areas is supported. Targeted reductions of speed limits are supported for urban areas of high pedestrian/bicycle activity or for roads with a known road safety problem.

The introduction of self-enforcing 30km/h zones in areas with a high potential for conflict with vulnerable road users is supported.

A speed limit of 40km/h for roads around schools is supported (or 30km/h within the vicinity of the State Government's Safe Active Streets schemes).

A temporary reduction of the speed limit on unsealed roads or roads with an AusRAP star rating (or equivalent methodology) of two or less, is supported until remedial measures can be undertaken.

A blanket reduction of all 110km/h roads to 100km/h should be investigated to target the number of fatalities and serious injuries on regional roads.

1.5.2   Speeding

Exceeding the speed beyond the conditions without full regard for the vehicle condition and driver ability 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 unacceptable and should be reviewed every two years. Repeat offenders should face stronger penalties.

The speeding offence for not more than 9km/h, should result in the loss of demerit points to reflect the seriousness of the offence.

Motorists who exceed the speed limit should receive notification of the offence in a timely manner.

Enforcement

Speed limits must be clearly displayed on all roads, with signage at regular intervals and at appropriate locations to avoid uncertainty. Speed limits should be rigorously enforced to ensure compliance and the safety of all road users.

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. Cameras should not be positioned to maximise revenue.

Speed and red light camera revenue

All revenue from speed and red light cameras infringements should continue to be re-invested into programs and initiatives to improve road safety outcomes.

2. Accessible mobility

Western Australians need to be able to move easily around their community, using a range of transport options. » We must ensure our road, public transport, and cycling networks can cater for the increasing demands of a growing population and support economic growth of the State. » A cost-efficient, convenient and reliable commuter network is essential. » A core element of accessible mobility is to ensure that the cost of transport does not become prohibitively expensive for Western Australians. Universal access principles are integral to ensuring mobility options are inclusive and cater for all members of the community, regardless of ability.

2.1   Cost of transport

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

2.1.1   Taxation

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

Expenditure

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

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.

Collection

Any increase to the cost of motoring should be kept at or below the cost of inflation.

2.1.2   Funding model

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

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 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.

A rigorous cost-benefit analysis of the social and economic impacts of any potential road user charge should be undertaken before such a charge is 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 and maintaining the road network 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.

2.1.3   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 empower consumers to make the best choice as to when and where to purchase fuel at the most competitive prices.

FuelWatch should also be appropriately resourced to provide detailed research on petrol pricing behaviour over longer periods of time on a more regular basis.

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 labelling

All retail establishments 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 in turn can damage vehicles and cause motorists to incur repair costs. Regulation should be considered that would ensure different fuel types are clearly labelled and consistently colour coded across fuel pumps at all retail outlets.

2.1.4   Public insurance scheme

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

Compulsory third party

The no-fault compulsory third party insurance scheme for all people who are catastrophically injured as a result of a motor vehicle crash is supported.

The cost of the no-fault compulsory third party insurance scheme should not add an increasing and unnecessary financial burden on Western Australians. The cost of the no-fault scheme should be regularly and openly reviewed.

Profits derived from the scheme should be directed toward road safety initiatives. Surpluses should not be paid as cash dividends to government. Government should report its profits derived from the no-fault compulsory third party insurance and be held accountable should profits be paid as cash dividends.

The Insurance Commission of WA and the compulsory third party insurance scheme should remain government owned.

2.1.5   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.

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 and servicing of these 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. Failure to do so on a voluntary basis should prompt governments to legislate to ensure the rights of vehicle owners.

Towing

There should be a 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.

Vehicle owners should have the right to choose where their vehicle is towed to.

2.1.6   Public transport fares

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.

2.2   Congestion

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

2.2.1   Governance

There must be a clear strategic direction for WA's transport system backed by appropriate investments that will maintain the quality, safety and efficiency of the transport system.

Decision making

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

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

A long-term infrastructure strategy, which has undergone rigorous stakeholder, industry and community consultation, should be made publicly available and inform the State and Federal Government's transport plan to guide infrastructure planning, assessment and prioritisation.

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.

Mobility data

The establishment of cohesive and comparable data collection mechanisms allowing State Government agencies to benchmark and explicitly track and measure how transport networks are used is of vital importance. Aggregated and non-identifiable datasets should be regularly and openly shared.

2.2.2 Transport and land use planning

Planning undertaken by all levels of government should recognise the critical link between land use and transport activities.

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 planning 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 is supported.

Strategies such as decentralising employment or urban infill, to reduce the extent and distance people need to travel for work purposes are supported.

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, which are not well served by public transport is undesirable.

Mixed-use and infill residential and commercial developments of increased densities should primarily be focused around activity centres and public transport hubs should be encouraged; this will help relieve pressure and manage travel demand on routes to and from the Central Business District (CBD).

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 and should be supported by commensurate improvements to public transport services and active transport networks and infrastructure.

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.

2.2.3 Road space allocation and network management

The application of 'best practice' road planning, design and operation principles is supported to manage demands for limited road space and ensure safety, efficiency and amenity for all road users.

Street design and operation

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.

Infringements

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.

Owners of vehicles parked in contravention of sign-posted restrictions may be penalised by an appropriate authority.

Penalties should not be excessive or inconsistent with comparable penalties for traffic offences.

2.2.4 Network management technologies

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

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 facilitate, regulate and plan for these systems, with a focus on ensuring they complement rather than compete with traditional public transport, and shared use should be encouraged.

Intelligent transportation systems (ITS) solutions

ITS encompasses a broad range of information and communications technology solutions that improve the safety, efficiency and performance of a transport system.

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, save lives and optimise the value of existing infrastructure.

The introduction of ITS technologies along freeways and major arterials should be prioritised over increasing physical road capacity, and the technologies should not be used primarily as an enabler for this.

Awareness and education

Government should fund public awareness and education campaigns as part of the implementation of new network management technologies to enhance road user understanding.

2.2.5 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 required. 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, light rail and bus rapid transit. Investment in the provision of bus priority measures, such as peak-period bus 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.

The removal of road/rail level crossings as part of rail upgrade projects is supported to improve public transport efficiency, ease localised congestion and improve safety for motorists, cyclists, pedestrians and public transport users.

Governments should invest in improving the frequency and reliability of rail station feeder bus services to help reduce the demand for station parking. These services should be actively promoted as an alternative to driving to rail stations.

The use of multistorey car parks at rail stations to allow 'park-n-ride' should only be supported where a business case demonstrates value for money.

Awareness and education

The State Government should fund public awareness and education campaigns to encourage increased patronage. This should include promoting new and amended public transport infrastructure and services.

2.2.6 Cycling

The personal and community benefits of cycling are widely recognised and its growing popularity as a means of commuting, and for recreation, is evident and cyclists must be prioritised alongside other modes.

Funding

Government should set a minimum annual budget percentage allocation for cycling programs.

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 investment in Perth's principal shared path (PSP) network, the availability of appropriate and well-designed on-road facilities is essential to providing improved safety, amenity and connectivity to activity centres and train stations.

Government should pave the way for the trialling of more innovative approaches to the design of on-road cycling infrastructure.

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 current standards.

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.

Regulation

Cyclists who choose to use footpaths should do so in a manner that is safe for both cyclists and pedestrians. Cycling on footpaths 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.

Electric Bikes (eBikes)

The promotion of legal eBikes which help make cycling a more attractive and practical option for more people is supported. However, enforcement is required to restrict the use of eBikes which do not comply with current regulations.

2.2.7 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 mobility scooters or gophers.

Infrastructure

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

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

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.

2.2.8 Parking

Parking should be managed to provide short term access for the community to services and local amenities.

Management

Parking strategies should provide an appropriate balance between off-street and on-street parking. 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 in new developments is supported as a way to manage congestion.

Technology such as dynamic digital wayfinding signage should be used to direct motorists to available parking, helping to reduce unnecessary traffic circulation and manage localised congestion.

Adequate and appropriate levels of ACROD parking should be allocated.

Revenue

Revenue from government taxes placed on parking spaces and parking charges should be re-invested in public transport, cycling and/or walking improvements.

2.2.9 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 a way 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 for the possible future integration of public and private transport services into a single on-demand mobility service (through a smartphone app to enable journey planning and payments).

2.2.10 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.

Parking Policy

Parking policy designed to limit excessive car travel and manage congestion in the CBD and activity centres is supported.

Travel Plans

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

2.2.11 Information to inform decision making

Information about how transport networks are used is of vital importance to inform infrastructure and service planning and investment decisions.

Open data

The collection of mobility-related data by government for this purpose is supported and the aggregated and non-identifiable datasets should be publicly available.

3. Sustainable mobility

Human activity is having a considerable impact on the planet's climate system. The mobility choices we make today should not impact negatively on the lifestyle and choices of future generations. » It is necessary to have an integrated strategy to reduce carbon dioxide emissions from vehicles. Part of the solution will be new technologies, initiatives targeting vehicle purchasing decisions, congestion management and promoting public and active transport. » Planning practices and energy policy should support connected liveable communities.

3.1 Governance

There must be a clear strategic direction for WA's transport energy policy backed by appropriate investments that will protect the health of the environment and communities.

3.1.1 Decision making

Strong and credible policy decisions on sustainability should be consistent with efforts to reduce greenhouse gas emissions in line with Australia's international commitments to reduce emissions by 26-28 per cent on 2005 levels by 2030.

Government should develop a robust Transport Energy Strategy to deliver emissions reduction initiatives and plan, including for a future with electric vehicles.

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

3.1.2 Sustainability data

The establishment of cohesive and comparable data collection mechanisms allowing State Government agencies to benchmark both statistics and programs against shared KPIs and metrics to explicitly track and measure reduction in CO2 is essential.

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

3.2 Promoting mobility options

In order to promote the uptake of other modes of transport, we need good options which can minimise our impact on the environment.

3.2.1 Behaviour change

Initiatives targeting behavioural change have the potential to help people make informed decisions about their mode of transport.

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 lower emissions cars, reducing the amount of driving through journey planning and using more sustainable and active modes of transport, switching to cleaner fuels and eco-driving.

3.2.2 Active and public transport modes

The increased uptake of cycling, walking and public transport and reduction in non-essential private vehicle trips has the potential to reduce vehicle emissions, improve public health outcomes and reduce congestion.

Infrastructure

Sustained and widespread investment in infrastructure should be made to increase the attractiveness of public transport, cycling and walking as practical mobility options.

The cost benefit assessment of urban transport investments should reflect potential environmental benefits from reduced vehicle emissions.

The integration of emerging technology within public transport infrastructure and fleets to improve service reliability, encourage increased patronage and reduce emissions is supported.

Planning

The development of new and existing urban areas should be planned to effectively integrate roads, public and active transport and land use to help minimise the impact of mobility on the environment.

3.3   Vehicle emissions reduction

Efforts should be made to improve vehicle emissions by addressing each of the factors that impact on vehicle 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.

3.3.1   Fuel and powertrain

The quality and availability of the vehicle fuels 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

Reducing harmful fuel components such as sulfur and aromatics, while also increasing octane levels, can directly impact vehicle emissions, air quality and public health. Government should decrease the allowable sulfur and aromatic content in fuel in-line with other developed nations.

A long-term view which incorporates consensus on a pathway for the more 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

The benefits of moving to alternative fuels for vehicles and utilising alternative energy sources to generate energy, such as solar and wind power should be explored. The full life cycle assessment ('well-to-wheels') of production and use should be considered including climate impacts, biodiversity and land-use impacts; waste, fuel security; and water scarcity.

Manufacturers should invest in production materials, technologies and recycling that reduce the life cycle emissions from vehicles.

Governments should adopt policies that encourage the use of a wide mix of power and fuel systems to enhance consumer choice and gradually reduce dependence on fossil fuels.

Fuel offsets

Investment in carbon offsets (such as Gold Standard Voluntary Emission Reduction units or Australian Carbon Credit units) to mitigate remaining greenhouse gas emissions that cannot be abated is supported.

3.3.2   Low emission vehicles

Emissions standards

The introduction of an impactful national light vehicle emissions target is supported.

Incentives

Motorists should be incentivised to take up low emissions vehicles where these are cost-effective and have a positive sustainability benefit.

Ratings at the point of sale

Government should ensure consumers have access to fuel consumption and emissions 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 efficient vehicles by purchasing low emissions vehicles and encouraging businesses to do the same.

The public transport fleet should aim to transition to low emissions vehicles.

Infrastructure

The expansion of public electric vehicle charging facilities is supported. Government should review the legislative frameworks with a focus on mechanisms for the sale of electricity to the Western Australian public for the purposes of supporting changing vehicle fleet requirements.

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. These technologies include more affordable and efficient electric and hybrid drivetrains, alternative fuel sources, more efficient liquid fuelled drivetrains, and the use of lighter, stronger building materials.

For further info on this policy
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