

State Budget Submission

2016-2017



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About RAC

RAC represents the interests of more than 830,000 Western Australians and is the leading advocate on the mobility issues and challenges facing our State. A key role for RAC has always been to act as a voice for our members on the mobility issues which affect Western Australians. RAC works collaboratively with Government and other organisations to ensure our members and community can move around our State safely, easily and in a more sustainable way.

RAC aligns its activities with the following three themes:

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

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



Executive summary

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

The 2016-2017 Budget is an opportunity for the State Government to signal its commitment to the essential programs and projects which will help keep road users safe and meet the increasing demands being placed on our road and public transport system.

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

RAC considers the key priorities for the 2016-17 State budget to be:

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



Photograph: Matthew Poon

Safe

1. Road safety governance

In 2014, Western Australia recorded more than one road fatality every two days. If WA had shared the national fatality rate in 2014, 55 fewer lives would have been lost on WA roads and if we were as good as Victoria, 74 Western Australians would still be alive today.

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

RAC calls on the Government to:

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

2. The safe system

2.1 Safer roads

In 2014, 57 per cent of fatalities occurred on regional roads. This is despite only 22 per cent of the population living in regional WA.

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

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

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

RAC calls on the Government to:

- » Address the road maintenance backlog by reversing cuts in road maintenance funding announced in 2014 and increase investment into metropolitan and regional roads;
- » Improve the ease with which local government can directly apply for funding from the RTTA;
- » Fund a rolling program of Road Safety Audits so that every major regional road is audited at least every five years; and
- » Continue and expand investment from the State's Royalties to Regions program to fund regional road improvements.

2.2. Safer cars

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

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

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

RAC calls on the Government to:

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

2.3 Safer road users

2.3.1 Drivers

WA's 2014 fatality rate was 7.2 fatalities per 100,000 persons, the national fatality rate was 5.0, well above NSW's nation leading rate of 4.1, or Victoria's rate of 4.2.

A number of factors contribute to the number of serious crashes. Of note, the impact of driver inattention is now comparable to that of speed and alcohol. Recent WA research identified that fatally injured drivers-riders were potentially impaired due to either alcohol, illicit drugs or a combination of alcohol and illicit drugs.

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

RAC calls on the Government to:

- » Increase the number of hours allocated to traffic duties by Police and publish the number of hours spent on traffic enforcement on a quarterly basis;
- » Adequately resource WA Police to test a baseline of 1.5 breath tests per licensed driver per year;
- » Adequately resource WA Police to significantly increase the volume of random drug testing;
- » Expand the red light and speed camera program;
- » Fund point to point cameras in WA;
- » Fund regular high profile community awareness campaigns and school programs on road safety;
- » Deliver on the \$15.3 million dollar commitment to a first class aeromedical search and rescue helicopter based in the South West with the service operational as soon as possible;
- » Increase on-road protection for emergency service, road-side and breakdown response workers; and
- » Trial low cost solutions to raise driver awareness of, and encourage drivers to maintain, safe following distances, such as pavement markings and variable message signs.

2.3.2 Heavy vehicle drivers

Heavy vehicles are an important part of the Western Australian economy. As the State's economy and population grows so does the necessity to move freight.

However, the mix of heavy and light vehicles on major metropolitan arterials as well as regional roads is a concern. In the 12 months to September 2015, there were eight fatalities involving articulated trucks, 11 involving heavy rigid and seven involving a bus¹.

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

RAC calls on the Government to:

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

2.3.3 Motorcycle and scooter riders

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

Overall, motorcycles make up 5.5 per cent of licensed motorised vehicles, yet in 2014 they accounted for 24 per cent of the State's fatalities. In 2014, in the metropolitan area 33 per cent of fatalities were motorcycle riders or passengers meaning that nearly one in three fatalities was a motorcyclist. Improving motorcycle safety must be a major road safety priority.

RAC calls on the Government to:

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

2.3.4 Cyclists

According to the 2015 Austroads National Cycling Participation Survey, 591,800 Western Australians ride a bike each week. Cyclists remain a highly vulnerable road user group. For more people to choose cycling as a safe and viable transport option, accelerated investment in infrastructure and behavioural programs that facilitate safer cycling is vital.

RAC calls on the Government to:

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

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

¹ BITRE, Fatal Heavy Vehicle Crashes Australia quarterly bulletin July-September 2015



2.3.5 Pedestrians

In 2014, there were 17 pedestrian deaths which is 9 per cent of all fatalities.

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

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

RAC calls on the Government to:

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

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

² ABS 9309.0 - Motor Vehicle Census, Australia, 31 Jan 2015

Accessible

3. The cost of motoring

In addition to other transport modes, motoring is and will remain integral to the mobility of Western Australians and not surprisingly, the cost of motoring is a 'high priority' issue for RAC members. Overall, taking into account costs including depreciation, licensing, vehicle registration and insurance, fuel and servicing costs, an average medium sized car such as a Toyota Camry Atara cost consumers \$9,864 per year to run in 2015.

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

Fuel excise charges increased significantly in 2015. On 1 July, the excise on LPG went up by 25 per cent. The excise on petrol and diesel was increased on 2 February and 1 August 2015. Across those two increases, the excise on petrol and diesel in 2015 rose from 38.6 cents per litre to 39.2 cents per litre.

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

RAC calls on the Government to:

- » Cap any increase to passenger vehicle registration and licence fees to the rate of inflation;
- » Excluding the publicised no-fault CTP premium increase, cap any increase to CTP premium rate to the rate of inflation;
- » Guarantee that Stamp Duty or other fees will not be placed on top of any increase in CTP premiums;
- » Guarantee that additional no-fault CTP premiums will only be used in relation to the payment of catastrophic injury claims; and
- » Guarantee that CTP premium surpluses will not be paid as cash dividends to Government.

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

It has been forecast that congestion will cost the Western Australian economy \$2.1 billion by 2020, rising to \$16 billion by 2031. By 2031, seven of the nation's 10 most congested roads, including the top four, will be in Perth³. Congestion is harming the State's productivity and profitability, and is taking a toll on commuters and families.

In 2013, a survey of nearly 700 RAC members on congestion impacts revealed that most respondents reported a loss of family time, increased stress and lower productivity at work. Similarly, in 2015, the third survey of the WA business community by the Chamber of Commerce and Industry WA (CCIWA) and RAC revealed 85 per cent of respondents believe traffic congestion is having a negative impact on their operations (up from 83 per cent in 2013).

This sentiment was echoed by WA Police, with traffic and congestion being given as a reason for slower response times to serious incidents in the Service's annual report⁴.

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

4.1 A smarter road network

According to the Australian Bureau of Statistics (ABS), Perth's population will overtake Brisbane by 2028. In addition, it has been predicted that Perth's population could jump to more than 3.5 million in the next 35 years.

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

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

In March 2015, the Auditor General released a report which highlighted that the State does not have the capacity to manage traffic congestion effectively and backed moves to focus on the management, rather than construction, of the road network. To do this effectively, a whole of transport portfolio approach and investment from both the State and Federal Government will be critical. Likewise, Government should explore opportunities to work with industry to leverage resources to deliver new and innovative approaches to congestion management.

³ Infrastructure Australia (2015), 'Australian Infrastructure Audit'.

⁴ WA Police Annual Report (2015) - <https://www.police.wa.gov.au/About-Us/Our-agency/Annual-report>

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

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

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

RAC welcomed the release of the positive outcomes from the State Government's traffic signal optimisation program in November, which is delivering further efficiencies along key corridors across the road network.

With recent advances in technology, autonomous and connected vehicles are no longer a thing of the distant future and the wider adoption of this technology will have significant implications for the planning, operation and management of our road network. Main Roads has started considering these implications in its publications "Automated Vehicles: Are we ready?" and "Connected Vehicles: Are we ready?" but further work is required in preparing for a future with such technologies.

RAC calls on the Government to:

- » Provide funding to enable the implementation of initiatives under the Main Roads' Traffic Congestion Management Program, including the deployment of Intelligent Transport System (ITS) technologies and improving real-time travel information;
- » Increase funding to better resource traffic signal operations, including to enable increased active traffic management; and
- » Allocate funding to explore and identify appropriate responses in planning for a future with automated and connected vehicles.

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

4.2 A better public transport network

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

By 2031, Perth's public transport system will be required to carry more than twice as many people as it did in 2011. However, there is a significant gap between the community's growing appetite for public transport and the capacity of the existing funding approaches to deliver this infrastructure.

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

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

Light Rail

The State Government's Public Transport Plan described Perth's light rail proposal (MAX) as 'transformational' and RAC believes that city-shaping infrastructure projects like MAX are critical for the future of Perth. For this reason, Perth Light Rail is identified as RAC's top priority for Federal Government funding in our "Federal Priorities for Western Australia" publication. Given the long lead-in and delivery time for major public transport projects the decisions we make now are crucial.

RAC calls on the Government to:

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

Heavy Rail

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

RAC calls on the Government to:

- » Allocate funding to the Thornlie Line extension to Cockburn Central via Canning Vale;
- » Fund a program to upgrade the accessibility, amenity and security at existing train stations;
- » Purchase new rolling stock to enable trains to move at closer headways; and
- » Allocate funding to plan and progress the delivery of orbital heavy rail connections to improve accessibility to suburban activity centres.

Bus

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

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

RAC calls on the Government to:

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

4.3 A better cycling network

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

Cycling is undergoing a resurgence in WA. According to the 2015 Austroads National Cycling Participation Survey, 591,800 Western Australians cycle each week. Cycling has increased well above the rate of population growth, with a 34 per cent increase in cyclists on the Principal Shared Path (PSP) network since 2011. Now is the time to cater for, and capitalise on, this demand.

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

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

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

RAC calls on the Government to:

- » Fund and deliver an audit of all on-road cycle routes to inform prioritisation of funding to implement a high quality network of continuous, comfortable and safe on-road cycling routes;
- » Fund the completion and upgrading of on-road cycle routes, particularly to and through activity centres and providing connections to PSPs;
- » Develop WA-specific network planning and design guidelines for the Perth Bicycle Network;
- » Trial more innovative approaches to the provision and design of on-road cycling infrastructure;
- » Plan a network of new green mode bridges (bus, cycle and pedestrian); and
- » Advance completion of the remaining planned, but unconstructed, high standard dual use paths (Principal Shared Paths).

4.4 A better walking network

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

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

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

RAC calls on the Government to:

- » Increase funding to expand the capacity of the Department of Transport to deliver programs to benefit pedestrians; and
- » Plan and deliver a network of high quality pedestrian routes, building on work undertaken to date for the State Government's "Transpriority" project.

4.5 Demand management

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

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

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

RAC calls on the Government to:

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

5. Shared use mobility options

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

RAC calls on the Government to:

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

6. Land use planning

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

According to the ABS, Perth residents currently commute significant distances to access their place of employment/ education and compared to other capital cities in Australia, Perth has the smallest proportion of residents living within 10km of where they work/study. Over one third (35 per cent) of residents in Perth travel between 10 and 20km, and a further 30 per cent travel in excess of 20km, to work/study⁴.

RAC calls on the Government to:

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

7. Delivering a robust transport system

In previous submissions, RAC welcomed the release of a number of draft strategic transport plans. However, the Public Transport Plan remained in draft since 2011 and the Moving People Network Plan was never released despite being developed in 2011. The State Government announced in June that it was abandoning these two key transport plans but that a plan would be developed as part of the planning for Perth and Peel at 3.5 million. Currently, greater strategic direction is needed to give clarity to all agencies involved in planning the State's spatial development and transport networks and to ensure industries and sectors in WA can align in delivering the robust transport system our State desperately needs.

RAC calls on the Government to:

- » Prepare, fund and release a robust plan to provide a clear strategic direction for WA's transport system.

⁴ ABS, 2011. Environmental Issues: Waste Management and Transport Use. Cat No. 4602 0 55 002. Canberra, ACT.

Sustainable

8. Cars and the environment

Human activity is having a considerable impact on the planet's climate system. The mobility choices that Western Australians make today should not negatively impact upon the lifestyle and choices of future generations. As we move around our community, we need to ensure we minimise our impact on the environment.

An integrated and strategic approach is needed to reduce carbon dioxide emissions from vehicles. Part of the solution is initiatives targeting driver behaviour, vehicle purchasing decisions, reducing congestion and promoting public and active transport. We also need to manage our fuel sources wisely, promote new technologies and alternative vehicles and develop cleaner, more sustainable fuels. Planning practices and energy policy should support connected liveable communities and sustainable mobility for all.

8.1 Alternative fuels

Greater use of alternative fuels can reduce greenhouse gas emissions, provide cheaper fuel for motorists and enhance liquid fuel security. The finite nature of the world's crude oil reserves requires current vehicle technology to be improved in order to maximise energy efficiency and reduce fuel consumption.

RAC calls on the Government to:

- » Incentivise motorists to take up alternative fuels where these are cost-effective and have a positive sustainability benefit;
- » Develop a policy on low emissions alternative fuels to inform a comprehensive transport energy plan;
- » 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; and
- » Encourage research into the safe production and use of biofuels.

8.2 Low emissions vehicles

Now is an opportune time to ensure WA motorists have access to safe, affordable and efficient vehicles. The 2014 National Transport Commission's Information Paper found Australia's average CO₂ emissions for passenger cars in 2013 was 182g/km and the industry average was 192g/km across both passenger cars and light vehicles. In comparison to Europe, where emissions calculations are directly comparable with Australia,

the average CO₂ emitted from passenger cars was 127g/km and 173g/km for light commercials.

Australia does not have a standard for CO₂ emissions for the new light vehicle fleet and is clearly falling behind the rest of the world. Governments have implemented a range of incentives to assist in reducing carbon dioxide emissions from vehicles including vehicle scrapping incentives; tax credits; tax rebates; non-cash incentives; subsidies for in-car fuel consumption; and monitoring equipment.

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

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

RAC calls on the Government to:

- » Plan for and support the provision of infrastructure to service alternative vehicle technologies including the expansion of public electric vehicle charging facilities and rebates or subsidies for businesses installing community facilities;
- » Investigate the cost effectiveness of emissions reductions under a stamp duty based policy intervention resulting in a price differential between low emissions vehicles and standard vehicles;
- » Buy more fuel efficient vehicles and encourage businesses to adopt low emissions vehicles; and
- » Advocate for the introduction of an appropriate mandatory light vehicle emissions standard based on carbon dioxide emissions which sets an emissions intensity target for the Australian light vehicle fleet.



8.3 Education

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

Initiatives targeting behavioural change can assist motorists reduce their carbon footprint in a cost effective manner. Education campaigns should help motorists better manage the energy use of their vehicle and reduce greenhouse gas emissions. These include purchasing lower emissions cars, reducing the amount of driving through route planning and alternative modes of transport, switching to cleaner fuels and driver behaviour including fuel efficient driving and eco-driving principles.

RAC calls on the Government to:

- » Expand the rollout of eco-driving programs such as CleanRun EcoDrive; and
- » Provide information for both public and private motorists that encourages the purchase of lower emissions vehicles; fuels and components; and driving more efficiently. This information should highlight the environmental importance and economic benefits.

8.4 Planning

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

The reduction of CO₂ emissions from cars can be achieved by promoting the use of more sustainable modes of transport, including public transport, cycling and walking. To be a viable alternative active, sustained and widespread investment in public transport and active transport options is required.

Land use planning approaches, network design and Intelligent Transport Systems to help manage congestion and improve traffic flow can also contribute to safe, reliable, convenient, affordable and efficient travel.

RAC calls on the Government to:

- » Ensure the public transport fleet aims to use the most environmentally efficient energy source;
- » Ensure public transport investment decisions capture the potential environmental benefits from reduced vehicle emissions as part of the cost-benefit analysis;
- » Ensure planning decisions incorporate the needs of cyclists and pedestrians and infrastructure ensures it is safe, practical and enjoyable to walk and cycle; and
- » Ensure new and existing urban areas are planned to effectively integrate all modes of transport and land use to help minimise the impact of mobility on the environment.



For further information please
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