

State Budget Submission

2018-2019



For the better



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Contents

About RAC	4
Executive Summary	5
Safe	6
1 The safe system	6
1.1 Delivering on 'Vision Zero'.....	6
1.2 Safer roads.....	6
1.3 Safer cars.....	6
1.4 Safer road users.....	7
Accessible	9
2 The cost of transport	9
3 Reducing the cost of congestion	9
3.1 Delivering a robust transport system.....	9
3.2 A smarter road network.....	10
3.3 A better public transport network.....	10
3.4 A better cycling network.....	11
3.5 A better walking network.....	12
3.6 Travel demand management.....	12
3.7 Shared use mobility options.....	13
3.8 Land use planning.....	13
Sustainable	14
4 Lowering vehicle emissions	14
4.1 Delivering on emissions reduction targets.....	14
4.2 Low emissions vehicles.....	14
4.3 Public transport fleet.....	15
4.4 Driver behaviour.....	15



Advocacy and Members
advocacy@rac.com.au

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

RAC aligns its activities with the following three themes:

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



Executive summary

The 2018-2019 State Budget is an opportunity for the State Government to fund essential programs and projects which will help to keep road users safe and meet the increasing demands being placed on our transport system, while protecting the environment.

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

RAC considers the key priorities for the 2018-2019 State Budget to be:

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



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

Safe

1. The safe system

1.1 Delivering on 'Vision Zero'

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

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

RAC calls on the Government to:

- » Reflect a whole of government commitment to road safety by adopting performance measures for senior leadership within government agencies / departments, linked to frequent and regular reporting by Directors General on outcomes;
- » Allocate all Road Trauma Trust Account (RTTA) funds (Balance as at 1 July 2017 was \$35 million) each financial year to road safety projects supported by cost benefit analyses;
- » Release a complete list of RTTA funded projects to increase transparency and accountability; and
- » Develop, fund and implement a road safety plan for regional WA, which includes a program to ensure all roads have a minimum AusRAP rating of 3 stars.

1.2 Safer roads

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

In the Western Australian Auditor General's 2016 follow up report on the maintenance of WA's roads, it was identified that the State was still facing a maintenance backlog of over \$845 million, up from \$820 million in 2009. It is widely recognised that across the State, the condition of the regional road network is in decline. Narrow seal, poor surface condition and hazardous roadsides are common complaints from road users.

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

RAC calls on the Government to:

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

1.3 Safer cars

RAC supports the Australasian New Car Assessment Program (ANCAP). ANCAP is an independent vehicle safety advocate which crash tests and rates new vehicles to provide consumers with transparent advice on vehicle safety. According to ANCAP, vehicle occupants have twice the chance of being killed or seriously injured in a vehicle rated 3 stars compared to a 5 star rated vehicle.

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

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

With recent advances in technology, automated 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.

The United States' National Highway Traffic Safety Administration identified that about 94 per cent of crashes are due to human error and automated vehicle technology such as automatic emergency braking, rear automatic braking, lane departure warning, lane centering assist and blind spot detection can assist drivers and reduce crash risk.

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

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

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

RAC calls on the Government to:

- » Invest in and support trials of new vehicle and driver-assist technologies, which can reduce the occurrence of fatalities and severity of injuries;
- » Allocate funding to explore and identify appropriate responses in planning for a future with automated and connected vehicles, as part of a safer, more efficient and integrated transport system;
- » Introduce the mandatory display of ANCAP vehicle safety ratings at the point of sale; and
- » Ensure only ANCAP 5-star rated vehicles are purchased for Government fleets.

1.4 Safer road users

Drivers

WA's 2016 preliminary fatality rate was 7.3 fatalities per 100,000 persons and the national fatality rate was 5.3.

Various factors contribute to the number of serious crashes. Of note, the impact of driver inattention is now comparable to that of speed and alcohol. In 2016, 32 per cent of fatalities were as a result

of an alcohol related crash, while a recent study showed that of the crashes resulting in driver fatality from 2000-2012, approximately 23 per cent tested positive for one or more illicit drugs¹.

RAC recently welcomed increased testing for drug-driving to more than 30,000 drivers tested in 2016². Given almost half of fatally injured drivers in WA have drugs or alcohol in their system, it is important that WA Police are adequately resourced to carry out these duties.

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

Having completed 710 missions in the 12 months to 30 September 2017, 400 of which were in response to road crashes, it remains pivotal to continue to provide a service which can deliver patients to care in the shortest time possible.

RAC calls on the Government to:

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

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

² T. Paddenburg (2017), 'More WA drivers charged with drug-driving as tests soar', Perth Now, 29 January 2017, <http://www.perthnow.com.au/news/western-australia/more-wa-drivers-charged-with-drug-driving-as-tests-soar/news-story/5935a4af71916562a11652b1a8a3bf2>.



Motorcycle and scooter riders

WA has the highest proportion of motorcycles per head at 49 per 1,000 people. There are currently approximately 130,000 registered motorcycles in WA³.

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

RAC's 2017 Motorcycle Survey was a large-scale online survey of both motorcycle riders and drivers aimed at capturing the attitudes and perceptions from both motorcyclists and on-motorcyclists. Preliminary results show that the legislation on lane splitting and lane filtering is confusing for both road users alike. When asked to select initiatives which would improve the safety of motorcyclists, 63 per cent of drivers and 72 per cent of motorcycle riders indicated that clarifying the legality of lane splitting / filtering was a top initiative.

Motorcycle riders also said that they would be influenced their purchase choice by a safety rating system on motorcycle clothing (57 per cent) and helmets (71 per cent).

RAC calls on the Government to:

- » Fund public awareness and education campaigns on sharing the road to improve motorcycle and motor vehicle interaction;
- » Allocate funding to tighten and mandate standards relating to motorcycle safety features, helmets and clothing; and
- » Fund public awareness and education campaigns to clarify legislation relating to lane splitting and lane filtering.

Cyclists

In 2016, there were four fatalities involving cyclists, two of whom were not wearing helmets. From 2010 to 2016 there were 32 cyclist fatalities in total. According to the 2017

Austrroads National Cycling Participation Survey, nearly a quarter of the WA population rides a bicycle in a typical month compared to the national average of 21.8 per cent. For more people to choose cycling as a transport option and to help riders stay safe, accelerated investment in infrastructure and behavioural programs are vital.

RAC calls on the Government to:

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

Improvements to cycling infrastructure are also critical to improve cycling safety (refer to section 3.4 *A Better Cycling Network*).

Pedestrians

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

RAC calls on the Government to:

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

Improvements to walking infrastructure are also critical to improve pedestrian safety (refer to section 3.5 *A Better Walking Network*).

³ ABS (2017), "Motor Vehicle Census, Australia", Cat No. 9309.0.55.003, Canberra, ACT.

Accessible

2. The cost of transport

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 the community. Overall, taking into account costs including depreciation, licensing, vehicle registration and insurance, fuel and servicing, an average medium sized car cost consumers \$9,912 per year to own and run in 2017⁴.

Likewise, the cost of public transport is an important consideration for the mobility of Western Australians, not only because of the impact it has on household budgets but also to encourage an increase in demand for public transport services.

RAC calls on the Government to:

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

3. Reducing the cost of congestion

It has been forecast that congestion will cost the Western Australian economy \$2.1 billion by 2020, rising to \$16 billion by 2031. By 2031, without action seven of the nation's 10 most congested roads, including the top four, will be in Perth⁵. Congestion is harming the State's productivity and profitability, and is taking a toll on commuters and families.

This sentiment has previously been 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 report⁶.

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.

3.1 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. In June 2015, these plans were subsequently abandoned for the development of a transport plan for Perth and Peel at a population of 3.5 million people.

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

The State Government made a number of election promises and funding commitments in the 2017-18 Budget which need to be considered in the context of other transport proposals and reflected in the strategic transport plan. It is therefore critical that the plan be reviewed and updated, and that a costed and funded implementation program be developed to demonstrate the Government's commitment to delivering the robust and integrated transport system our State desperately needs. This must take into account feedback already provided by the community and industry on the draft *Transport@3.5 million - Perth Transport Plan*, as well as allowing for further consultation (particularly on the projects proposed) prior to its adoption.

RAC calls on the Government to:

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

⁴ RAC (2017), 'Car running costs', <https://rac.com.au/car-motoring/info/buying-a-car/running-costs>.

⁵ Infrastructure Australia (2015), 'Australian Infrastructure Audit'.

⁶ Western Australia Police (2015) '2015 Annual Report', <https://www.police.wa.gov.au/About-Us/Our-agency/Annual-report>.

3.2 A smarter road network

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

To manage congestion and improve fuel efficiency, more needs to be done to better utilise new and emerging technology solutions. This, as well as better coordinated traffic management and road works planning, and improved real-time travel information to allow road users to make more informed travel choices will help to improve traffic flows and reduce delays.

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

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

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

In May 2017, RAC also welcomed the announcement of the \$2.3 billion road and rail infrastructure package for WA, comprising \$1.6 billion investment from the Federal Government and \$745 million from the State Government (allocated in the 2017-18 Budget). This package includes a number of RAC's top strategic transport infrastructure priorities.

RAC calls on the Government to:

- » Allocate funding beyond 2017-18 to enable the ongoing implementation of initiatives under the Main Roads' Traffic Congestion Management Program, including the deployment of Intelligent Transport System (ITS) technologies, preparing for connected and automated vehicles and improving real-time travel information; and
- » Increase funding to better resource traffic signal operations, including to enable increased active traffic management.

Improvements to regional roads are also critical (refer to Section 1.2 *Safer Roads*).

3.3 A better public transport network

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

Increasing Employment Self-Sufficiency – or locating jobs near to where people live – is identified in Directions 2031, the State Governments spatial framework and strategic plan, as a key strategy to reduce the distance people need to travel. However, a recent report by RAC highlighted that a lack of rapid transport connections to activity centres is acting as a major barrier to the decentralisation of workplaces. Based on analysis commissioned by RAC, 13 of Perth's 34 strategic activity centres exhibit low accessibility by public transport.

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

Light rail

Perth's current light rail proposal will provide high frequency services through Perth's central area, connecting the University of Western Australia / QEII and Curtin University / Bentley precinct in Stage One (forecast to be required by a population of 2.7 million) and on to Canning Bridge in Stage Two (required by a population of 3.5 million)⁷. Total project costs are estimated to be \$1.8 billion.

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

⁷ Department of Transport (2017), "Transport@3.5 million Perth and Peel Transport Plan".

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

RAC calls on the Government to:

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

Heavy rail

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

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

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

RAC calls on the Government to:

- » Allocate further funding to expand the heavy rail network to improve access to suburban activity centres, prioritising the Thornlie Line extension to Cockburn Central via Canning Vale and rail for Perth's northern corridor (including a connection to the Morley Strategic Centre informed by the planning and business case development funded in the 2017-18 Budget);
- » Fund a program to upgrade the accessibility, amenity and security at existing train stations;
- » Resource and fund the Route Utilisation Strategy (RUS) to make best use of existing rail assets and help guide future investment; and
- » Ensure business cases are developed for future heavy rail projects to secure investment from the \$10 billion Federal Government Rail Program.

Bus

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

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

3.4 A better cycling network

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

The availability of high quality cycling infrastructure providing enhanced amenity, connectivity and safety is of vital importance in encouraging more people to cycle.

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

Over 5,500 cyclists and non-cyclists from across Western Australia responded to RAC's 2015 Cycling Survey, highlighting the importance of cycling to the community. 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.

Electric bikes or 'e-bikes' are proving to be a real alternative to the private car for some trips, as demonstrated by RAC's recent e-Bike trials in Perth and Albany. Consideration will need to be given to facilitating and encouraging usage, while also managing the implications of increasing uptake.

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

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

RAC is supportive of the Safe Active Streets program, which incorporates the Bike Boulevards concept - that is cycle routes on some quiet streets, with 30km/h speed limits to allow motorists and cyclists to share the street safely.

RAC welcomed the Government's \$9 million funding allocation to extend the Safe Active Streets program, as well as the funding commitment of \$129 million over the next four years towards cycling infrastructure, as included in the 2017-18 Budget.

RAC calls on the Government to:

- » Fund and deliver an audit of all on-road cycle routes;
- » Fund the completion and upgrade of on-road cycle routes, particularly to and through activity centres and providing connections to principal shared paths (PSPs);
- » Continue to fund the expansion of the Safe Active Streets program and allocate funding to trial innovative approaches to the provision and design of on-road cycling infrastructure;
- » Plan and progress the delivery of a network of new green mode bridges (bus, cycle and pedestrian);
- » Maintain the funding commitment to advance completion of the remaining planned, but unconstructed, high standard shared use paths (i.e. PSPs) - delivering at least 95km of PSP by 2020-21; and
- » Update planning policies to provide for the integration of cycling infrastructure in new major developments and redevelopments.

3.5 A better walking network

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

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

Until 2015, the Department of Transport had resources dedicated to championing the needs of pedestrians. Without such resources, there is a risk of insufficient focus being placed on this mode as a critical part of a balanced transport system.

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

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

RAC calls on the Government to:

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

3.6 Travel demand management

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

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

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



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

RAC calls on the Government to:

- » Provide funding to expand the Your Move programs, particularly initiatives which complement investment in the public transport network, to support increased patronage.

3.7 Shared use mobility options

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

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

RAC calls on the Government to:

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

3.8 Land use planning

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

According to the ABS, Perth residents currently commute significant distances to access their place of employment/ education. In fact, more than one third (35 per cent) of Perth residents travel between 10 and 20km, and a further 30 per cent travel in excess of 20km, to work/study⁸.

RAC calls on the Government to:

- » Guarantee funding to complete the review and development of a strategic land use and transport model for Perth.

⁸ ABS, (2011), "Environmental Issues: Waste Management and Transport Use", Cat No. 4602 0 55 002. Canberra, ACT.

Sustainable

4. Lowering vehicle emissions

4.1 Delivering on emissions reduction targets

As part of a global response to climate change, Australia has committed to reducing the nation's greenhouse gas emissions by 26 to 28 per cent below 2005 levels by 2030⁹. Transport is responsible for 18 per cent of Australia's total emissions - and on a per capita basis is 50 per cent above the OECD average¹⁰. It is also the fastest growing sector and emissions are expected to increase in the transport sector by 20 per cent by 2030.

According to the Australian Government, even with the current trend of improvement in vehicle efficiency, the growth in the light vehicle fleet will add an estimated eight million tonnes of greenhouse gas emissions and an estimated \$5 billion in energy costs to the economy per annum by 2030.

Air pollution has been linked to a number of serious illnesses including cardiovascular diseases, lung cancer, and cardiopulmonary disorders¹¹. It is estimated that approximately 3000 deaths are caused by air pollution each year in Australia, with 1.3 per cent of all deaths and a further 0.6 per cent of all injury and disease being attributable to this. The OECD states that deaths from air pollution across Europe reduced between 2005 and 2010, while Australian deaths rose over the same period¹².

RAC calls on the Government to:

- » Develop a robust Transport Energy Strategy to deliver emissions reduction initiatives and plan for a future with electric vehicles; and
- » Review current approaches to monitor vehicle emissions in WA.

4.2 Low emissions vehicles

In 2016, the average Australian passenger car's CO₂ emissions intensity was 173g/km, compared to Europe's 2015 average of 120g/km. The average CO₂ emissions from vehicles sold in Australia have been decreasing at rates of between just one and four per cent per year since 2002. This modest reduction has mainly been attributed to international emissions regulation and related technological developments, rather than a much needed shift within the Australian marketplace.

Australia is the only developed nation without an effective standard for CO₂ emissions for the new light vehicle fleet and it is now widely recognised that Australia is falling behind other developed nations. Europe, for example, has a mandated CO₂ emissions target of 95 g/km to be phased in from 2020, in full

effect from 2021. Further, the European Parliament is evaluating a proposed standard of 68 to 78 g/km by 2025¹³. The USA target is 105 grams/km by 2025.

While some overseas markets offer a wide choice of electric (EV) and hybrid vehicles, there are currently only two pure EVs available to buy new in Australia (Tesla or BMW i3) and a small number of hybrids.

The limited availability of public charging stations is also an impediment to the uptake of electric vehicles. The 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 vehicles and in doing so help reduce CO₂ emissions from cars.

Currently, there is a unique opportunity for WA to lead the country on low and zero emission vehicle policy.

The WA State Government oversees a fleet of more than 11,000 passenger and light commercial vehicles. It is estimated the average emissions intensity for the WA Government fleet is over 200g/km, well over the national average and the CO₂ benchmark set by the Fleet Policy and Guidelines.

RAC calls on the Government to:

- » Investigate and trial a range of incentives which seek to create a price differential between and in favour of low emissions vehicles over standard vehicles;
- » As a priority, investigate, cost and implement state tax exemptions such as stamp duty and vehicle registration concessions and/or exemptions for low and zero emissions vehicles, with the discount reflective of level of emissions;
- » Plan for, and support, the provision of infrastructure to service low emission vehicles including the expansion of public electric vehicle charging facilities;
- » Ensure only low emissions vehicles (aligned to international good practice) are purchased for Government fleets; and
- » Advocate for the introduction of an appropriate mandatory national light vehicle CO₂ emissions intensity standard.

⁹ Australian Government (2015), 'Australia's 2030 climate change target', <http://www.environment.gov.au/climate-change/publications/factsheet-australias-2030-climate-change-target>.

¹⁰ Climate Council (2016), 'What's the deal with transport emissions?', <https://www.climatecouncil.org.au/transport-emissions-and-climate-solutions>.

¹¹ AIHW (Australian Institute of Health and Welfare) (2007), Australian burden of disease study: impact and causes of illness and death in Australia 2003, AIHW, Canberra. <https://www.aihw.gov.au/getmedia/f81b92b3-18a2-4669-aad3-653aa3a9f0f2/bodaia03.pdf.aspx?inline=true>.

¹² OECD (2014), 'The Cost of Air Pollution: Health Impacts of Road Transport', OECD Publishing, http://www.keepeek.com/Digital-Asset-Management/oecd/environment/the-cost-of-air-pollution_9789264210448-en#page54.

¹³ Climate Change Authority (2014), 'Light vehicle emissions standards for Australia, Research Report', <http://climatechangeauthority.gov.au/files/files/Light%20Vehicle%20Report/Lightvehiclesreport.pdf>.

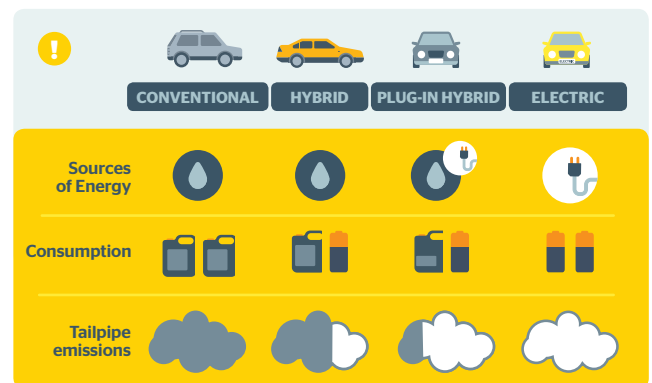


4.3 Public transport fleet

There are currently 1469 buses in operation across the metro area public transport fleet. Over one fifth of the public transport bus fleet is rated Euro 0 to Euro III, a further 34 per cent are Euro IV rated and the remaining 46 per cent are Euro V and VI¹⁴. In comparison to the Euro VI standard, the Euro III and below standard buses can emit up to 75 times the levels of carbon monoxide; over 36 times the oxides of nitrogen levels; over 18 times the level of hydrocarbons. For Euro 0 buses there are no particulate matter regulations and for Euro I the particulate matter is over 61 times the Euro VI standard levels. Upon decommissioning, current arrangements allow these highest polluting buses to be sold at public auction.

RAC calls on the Government to:

- » Audit the public transport fleet, with permanent decommissioning of all Euro 0, Euro I and Euro II buses, with a plan to retire Euro III and Euro IV in the future. These buses should be replaced only with Euro 6 or above standard buses, or cleaner-alternative fuelled buses, such as all-electric or hydrogen;
- » Operate a public transport fleet that uses the most environmentally sustainable energy source; and
- » Ensure the future Transport Energy Plan includes cleaner alternatively powered buses, including hybrid, all-electric and hydrogen, while not hindering future technological advances.



4.4 Driver behaviour

The way a vehicle is driven has a significant impact on the vehicle's fuel consumption and exhaust emissions. Educating drivers to drive in ways which minimise tailpipe emissions and also saves them money. These include modifying driving styles, reducing the amount of driving through journey planning, ensuring vehicle maintenance is up to date and ensuring any excess cargo in the vehicle is minimised. All of these actions have potential to optimise the number of kilometres travelled per litre of fuel.

RAC calls on the Government to:

- » Fund a public awareness and education campaign to inform consumers of the options available to them to reduce their vehicles' emissions and save money at the same time; and
- » Ensure Government fleet vehicles are maintained and loaded in ways which minimise fuel consumption and exhaust emissions.

¹⁴ Public Transport Authority WA (2017). 'Annual Report 2016-17', <http://www.pta.wa.gov.au/annualreport2017>

For further information please
contact advocacy@rac.com.au

