

RAC Public Policy



For the better

About RAC

RAC is a purpose-led member organisation. Since our foundation in 1905, RAC has existed to be a driving force for a better WA – this is our purpose.

Today, we are a voice for more than 1.3 million members in more than 60 per cent of Western Australian households.

We work collaboratively with government, industry, our members and all Western Australians to champion change across the community.

Our 2030 Vision

RAC's 2030 Vision is for a safer, sustainable and connected future for Western Australians.

Safe

We want fewer people killed and seriously injured on our roads.

Sustainable

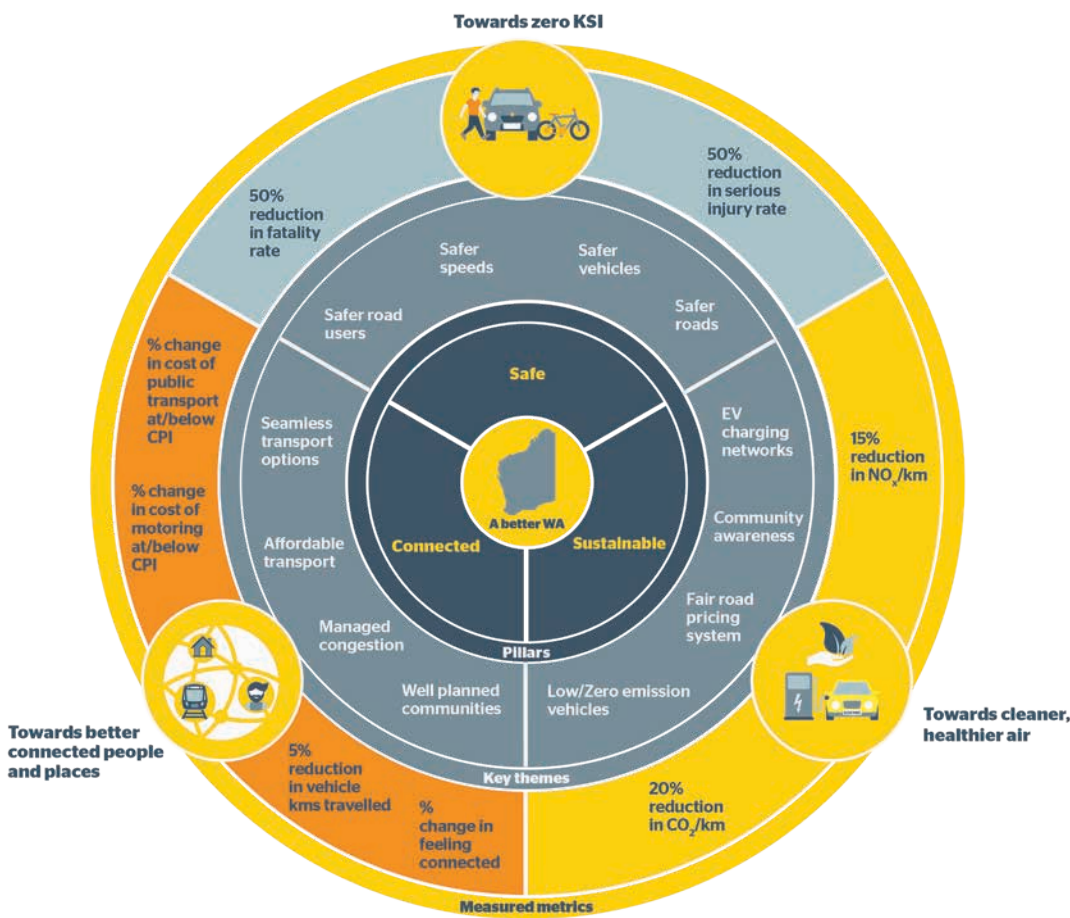
We want to reduce harmful vehicle emissions for cleaner, healthier air.

Connected

We want well-planned communities and transport that better connect people and places.

To track our progress toward achieving this vision, we have adopted a Social Impact Framework that includes targets and end states for our Safe, Sustainable and Connected pillars. Our targets are shown below.

Measuring our social and community impact



RAC's approach to public policy

Public policy commonly refers to the decisions and actions taken by governments to achieve various objectives.

RAC's public policy positions reflect where we stand (based primarily on the best available evidence) on issues that support our Vision and help achieve the targets of our Social Impact Framework. They are considered and endorsed by RAC's Council, which is elected by members.

While many of our positions are aimed at what we want governments to do, we also consider the actions that RAC, industry and the community need to take to achieve a better WA.

The document is reviewed every two years with important updates made between reviews as required.

How we develop policy	
Desktop analysis	We review publications including peer-reviewed journal articles, scientific studies and meta-analyses, grey literature, and government reports.
Data analysis	Through agreements with various organisations, we collect and analyse data sets.
Policy analysis	We perform different types of analysis, including using analytical tools such as comparative analysis to understand what makes a policy effective in that particular place to draw any relevant learnings for WA.
Member insights	We seek to understand the views and experiences of RAC members on important mobility topics. This includes regular surveys, such as our Member Priorities Tracker .
Stakeholder collaboration and consultation	We work with key stakeholders across a diverse range of WA organisations from government agencies, to businesses, and transport advocates. This assists us to keep across industry research, policy priorities, share insights, and also to have opportunities to influence.
Technical advice	We seek technical advice where we need the expertise or an independent viewpoint.
Technical projects	We undertake technical projects and evaluations to learn from projects on the ground and inform our policy development.

Acknowledgement of Country

RAC acknowledges the Aboriginal peoples of Western Australia as the Traditional Custodians of the lands on which RAC has been operating since 1905.

We are privileged to share their lands, throughout Western Australia. Boorloo (Perth) is where RAC Headquarters is based, the place where we work with and alongside Aboriginal and Torres Strait Islander families and communities. RAC honours and pays respect to Aboriginal Elders, past and present across the lands of Western Australia.

How we bring our policy positions to life

RAC advocates for all Western Australians, whether they are wheeling, walking, riding, using public transport, driving or being driven.

Our social and community impact activities are examples of how we bring policy positions to life.

Activities include:

- » Making submissions to government to influence priorities and investments.
- » Engaging with all sides and levels of government and the media, to draw attention to the key issues and hold government accountable.
- » Acting as a voice for members by participating in a range of government forums, including as the representative for all road users on the Road Safety Council.
- » Delivering collaborative demonstration trials and initiatives to highlight key issues, showcase what can be achieved and help plan for the future.
- » Running campaigns, engagement and education activities to enhance understanding, inspire and empower action.
- » Supporting major and community-focused sponsorship programs.
- » Ensuring RAC people are involved in delivering social and community impact through volunteering and other initiatives.

For further information read our [Social and Community Impact Report](#) or visit: www.rac.com.au/about-rac/advocating-change.

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Our top policy priorities

1

Our top policy priorities

1.1 A safer WA

1.1.1 Safer speed limits

In 2022, 79 people were killed on WA roads with a 110km/h speed limit, representing 45 per cent of all fatalities¹. Many of these roads have not been designed to support safe travel at such speed.

What we’re calling for

A speed management plan to review and set speed limits across the WA road network that reflect the tolerances of the human body. We support speed limit reduction trials, a reduction in the WA default rural speed limit and greater use of a 30km/h speed limit in areas where high volumes of vehicles and vulnerable road users mix. For more detail, see Section 2.5.

Why it’s needed

Impact speed (which is a product of travel speed) is arguably the most influential factor determining crash outcomes. That is why holistic speed management, which integrates safer speed limits with effective road design, education and enforcement, is critical to reducing road trauma.

It is important to set speed limits which reflect the road environment and consider the tolerances of the human body in the event of a crash, as well as to design roads/streets to be self-explaining (particularly in urban areas) to encourage desired travel speeds.

Community views on appropriate speed limits vary depending on the type of road and environment and we are seeing more support for lower speeds as we increase awareness-raising activities around the benefits of safer speed limits. For example, a majority of RAC members think the speed limit on minor rural sealed or unsealed roads (most of which have not been assessed and zoned by Main Roads WA and are currently subject to the default speed limit - see image of a sealed example to the right) should be less than 110km/h. RAC members also feel that the speed limit in shopping, business and entertainment precincts should be less than 50km/h.

1.1.2 Regional road safety upgrades

In 2022, there were 18.7 road deaths per 100,000 population in regional WA compared with 2.8 road deaths per 100,000 population in Perth².

What we’re calling for

Crash mitigation measures such as sealed shoulders and audible centre and edge lines should be implemented across as much of the regional network as possible, covering national, state and local government roads. For more detail, see Section 2.4.2.

Why it’s needed

Regional WA has a much higher fatality rate than the Perth metropolitan area and presents a significant challenge to saving lives and reducing serious injuries on our roads. The WA road network is vast (over 180,000km), with much of it remote and lightly trafficked. Many of these roads are unforgiving of mistakes, with high-speed two-way traffic, roadside hazards such as trees and a lack of safety features.

Most fatal and serious injury crashes in WA regions are the result of run-off road or head-on crashes. These can occur anywhere on the regional road network and cannot be addressed solely through traditional Black Spot programs. These deaths and serious injuries could be reduced through effective low-cost safety treatments applied to more of the network.

Nine in ten RAC members think improving the design of regional road infrastructure would be effective at reducing deaths and serious injuries.

¹ Road Safety Commission (2023), ‘Western Australian Road Fatalities 2022’. Accessed at: <https://www.wa.gov.au/government/publications/western-australian-road-fatalities-2022>

² Australian Automobile Association (2023), ‘New analysis reveals regional road trauma challenge’. Accessed at: <https://www.aaa.asn.au/newsroom/new-analysis-reveals-regional-road-trauma-challenge/>



Example of a minor sealed road in regional WA.

1.1.3 Safer intersections

Approximately one in two of all crashes in the Perth metropolitan area occur at one of its more than 51,000 intersections³.

What we’re calling for

On major highways, signalised and non-signalised intersections should be progressively replaced with grade separations or roundabouts.

On urban roads, innovative low-cost intersection treatments that reduce vehicle speeds and prioritise vulnerable road users should be trialled. Examples include: installing raised safety platforms; tightening turning radii; installing mini-roundabouts; installing wombat crossings; and modifying traffic signals to increase protected vulnerable road user phasing. For more detail, see Section 2.4.2.

Why it’s needed

Intersections are risky locations as they have many potential conflict points between road users travelling from, and in, multiple directions, often at differing speeds. Side-impact and rear-end crashes are the most common crash types at metropolitan intersections, with the former having the most severe outcomes. The type of control and design of intersections has a significant influence on crash likelihood and severity, with major works such as grade separations and the installation of traffic signals, roundabouts, turn pockets and slip lanes all improving safety. However, it is not feasible to roll out these treatments at every intersection, and so there is a need to scale up the installation of effective low-cost treatments, particularly on local urban roads.

Eight in ten RAC members think improving metropolitan intersections would be effective at reducing deaths and serious injuries.

³ Based on 2018-2022 crash data supplied to RAC by Main Roads WA.



1.2 A more sustainable WA

1.2.1 Improved fuel quality and emissions standards

As at June 2023, Australia's gasoline fuel quality is ranked 94th in the world, down from 89th in 2022. Currently Australia's fuel ranks worse than Argentina (93rd), Bosnia & Herzegovina (92nd), and Seychelles (91st)⁴.

What we're calling for

Good fuel quality, tight noxious emissions standards and impactful mandatory fuel efficiency (carbon dioxide or CO₂) standards for new light vehicles. For more detail, see sections 3.2.1 and 3.2.2.

Why it's needed

During fuel combustion, petrol and diesel vehicles emit a range of airborne pollutants and greenhouse gases (GHGs) which collectively impact negatively on air quality, human health and the environment. In major cities across Australia, one of the main sources of air pollution is from motor vehicle emissions, caused by diesel and petroleum combustion.

Advances in combustion engine vehicle technologies have led to new vehicles with greater fuel efficiency and reduced tailpipe emissions, and these require cleaner fuels to operate. Due to the lack of fuel quality and standards to regulate tailpipe emissions in Australia, manufacturers are enabled to send us older technology vehicles which emit more emissions.

While it has been pleasing to see the Australian Government recently announce the introduction of better fuel quality standards and tighter noxious emissions standards (Euro 6d) from December 2025, after many years, there still has been no decision on a mandatory CO₂ standard for new light vehicles. CO₂ standards have been in place for almost all developed countries for a long time, some for more than a decade.

Improvements to fuel quality standards, tighter noxious emissions standards and an impactful CO₂ standard will ensure Australians have access to cleaner vehicle technologies.

Almost 96 per cent of RAC members believe vehicle emissions impact negatively on human health and the environment, but only around 20 per cent have confidence in government to address them.

⁴ Stratas Advisers (2023), 'Six Countries Move Up in Top 100 Ranking on Gasoline Sulfur Limits'. Accessed at: <https://www.stratasadvisors.com/insights/six-countries-move-up-in-top-100-ranking-on-gasoline-sulfur-limits/2023-06-22t010102-0400>

1.2.2 More electric vehicles

In 2022, electric vehicle (EV) sales represented only 5.1 per cent of new vehicle sales in Australia, compared to 14 per cent of new sales globally⁵.

What we're calling for

New policies and increased funding for infrastructure and initiatives that will significantly accelerate and support the transition to clean transport. This includes setting and working towards ambitious targets for WA and Australia's low and zero emissions vehicle fleet, government fleets, installing more charging infrastructure; and scaling up tax and other financial incentives and subsidies for low and zero emissions vehicles. For more detail, see Section 3.2.3.

Why it's needed

Road transport contributes to over 87 per cent of transport emissions in Australia, with 51 per cent of road transport emissions coming from cars alone⁶. The broad adoption of low and zero emissions vehicles will significantly reduce harmful vehicle emissions and the impact on our health and the environment.

More than half of RAC members estimate their vehicle will be electric within the next 10 years, and around one third would consider buying an EV for their next purchase. However, there are still key barriers preventing greater uptake - mainly regarding cost and access to charging infrastructure. Coordinated and sustained policy and investment is needed to help the EV market transition through its emergent stages into a well-established marketplace.

According to members, incentives for the purchase of low and zero emissions vehicles is the top measure governments should implement to reduce vehicle emissions.

1.2.3 Road user charging

Along with other sources of revenue from motorists, in 2022-23, the WA Government received over \$1.20 billion in motor vehicle registration fees⁷ and the Australian Government collected an estimated \$18.71 billion in petrol and diesel excise⁸ alone.

What we're calling for

Development of a new road user charging model encompassing all vehicles and considering the holistic impacts (e.g. social, economic and environmental) of road use, to replace the array of existing fees and charges used to generate revenue. This work should be led by the Australian Government. For more detail, see Section 3.3.

Why it's needed

Currently, motorists pay a number of fees and charges (including stamp duty, fuel excise, vehicle registration fees, licensing fees, heavy vehicle permits, luxury car taxes and customs on imported cars). These help raise revenue for building, maintaining, and operating roads and active and public transport infrastructure, as well as providing services that benefit Western Australians.

While fuel excise in terms of total revenue is expected to continue increasing in the near term, with the introduction of hybrid and electric vehicles, as well as ongoing vehicle efficiencies, we need a plan for ensuring a sustainable revenue stream for our transport system into the future. If designed appropriately, road pricing/user charging initiatives can help to manage congestion, encourage other modes of travel, improve road safety and reduce GHGs and air pollutants.

⁵ International Energy Agency (2022), 'Global EV Data Explorer'. Accessed at: <https://www.iea.org/data-and-statistics/data-tools/global-ev-data-explorer>

⁶ Department of Climate Change, Energy, the Environment and Water (2023), 'Australia's National Greenhouse Accounts'. Accessed at: <https://ageis.climatechange.gov.au/>

⁷ Government of Western Australia (2023), 'Government Mid-year Financial Projections Statement 2023-24'. Accessed at: <https://www.wa.gov.au/government/document-collections/government-mid-year-financial-projections-statement-mid-year-review>

⁸ Commonwealth of Australia (2023), 'Budget Paper No. 1: Budget Strategy and Outlook'. Accessed at: <https://budget.gov.au/content/bp1/index.htm>

1.3 A connected WA

1.3.1 Reduced reliance on cars

Each day, an estimated 4.2 million private car trips are taken in Perth, with 2.8 million of these trips being under 5km⁹.

What we’re calling for

To reduce our reliance on cars we need improved infrastructure for active travel, better and cheaper public transport options, planning and designing communities that are well served by alternative modes, greater employment opportunities in suburban activity centres, and reduced urban sprawl with infill done well. For more detail, see Section 4.3.

Why it’s needed

The greater Perth population is forecast to grow by approximately 30 per cent, to just over 2.6 million by 2031 and demand for transport is predicted to increase in line with this growth¹⁰. The cost of congestion and harmful vehicle emissions will continue to escalate, and to mitigate this we need to provide safe, convenient and enjoyable alternatives. However, there are barriers we need to address to encourage alternative options.

RAC members’ dissatisfaction with existing active transport infrastructure is high, with fear of sharing the roads with motorists is a main reason for not taking active travel more often. RAC members want more investment in on and off-road walking and cycling infrastructure.

When it comes to public transport, 27 per cent of Perth metropolitan members never use it and 59 per cent use it less than once a month. Sixty per cent of regional members never use public transport and 91 per cent use it less than once a month. The key barriers identified by members are needing to use their car (e.g. for work or to carry items), lack of coverage and frequency of the public transport network, and the time it takes to get to where they need to go.

1.3.2 Better planning of our communities

Perth is known as one of the most sprawled cities in the world - it stretches 150km along our coast and up to 50km inland, yet still we have one of the lowest population densities in the world with an average of 10.2 dwellings per hectare¹¹.

What we’re calling for

Planning should integrate all modes of transport and land use to ensure the community has improved access to a range of practical transport options, employment, health and recreational opportunities. The design of streets and public spaces should also ensure the creation of safe and welcoming places to enable greater social interaction. For more detail, see Section 4.3.

Why it’s needed

Low density sprawl is associated with a range of issues such as higher personal transport costs, infrastructure and amenity costs, emissions, social isolation, reliance on vehicles and low physical activity. As Perth grows to meet the needs of current and future generations, new homes, jobs and amenities will need to be built within existing suburbs with a strong focus on creating vibrant, liveable and connected communities, with access to a range of transport and housing options.

⁹ Infrastructure Australia (2022). Perth Active Transport Improvements. Retrieved from: <https://www.infrastructureaustralia.gov.au/map/perth-active-transport-improvements> (accessed 20 October 2022).
¹⁰ Infrastructure Australia (2019). Urban Transport Crowding and Congestion. Retrieved from: <https://www.infrastructureaustralia.gov.au/publications/urban-transport-crowding-and-congestion> (accessed 20 October 2022).
¹¹ Department of Planning Lands and Heritage (2023). ‘Urban Growth Monitor – Perth Metropolitan, Peel and Greater Bunbury Regions’. Accessed at: <https://www.wa.gov.au/system/files/2023-02/Urban-Growth-Monitor-14-report.pdf>



1.3.3 More affordable transport

In 2023, Perth households spent around 15 per cent of their income on transport, which equated to almost \$22,667 per year and Bunbury households spent 15.4 per cent, representing almost \$21,511 per year¹².

What we’re calling for

The cost of motoring and public transport fares should be kept at or below the rate of inflation. RAC is currently advocating for a three-year freeze on motor vehicle registration fees and public transport fares. To incentivise uptake of public transport, a range of financial incentives should be used including discounted public transport fares for off-peak periods, and maximum caps on public transport fare payments. For more detail, see Section 4.2.

Why it’s needed

Our members have been spending significantly more on average to run their car and about two-thirds report they have taken action to try to reduce their motoring costs. In addition, over the last decade we have seen the cost of private motoring (and registration fees in particular) increase well above the rate of inflation and for several years the typical Perth household has paid significantly more on average for public transport than the average figure across Australian capital cities¹³.

¹² AAA (2023). ‘Transport Affordability Index – Q2 2023’. Accessed at: <https://data.aaa.asn.au/transport-affordability>
¹³ AAA (2023). ‘Transport Affordability Index – Q2 2023’. Accessed at: <https://data.aaa.asn.au/transport-affordability>

Safe mobility



2

RAC's vision for safe mobility

Far too many people are being killed and seriously injured on our roads.

WA was once a leader but progress over the past decade has been far too slow. We now find ourselves amongst the worst in the country. As a result, individuals, families, and communities continue to be devastated by the often life-long impacts of road trauma.

Over the five years to the end of 2022, 819 people were killed on WA roads and another 8,235 people were seriously injured. The personal and social impacts of road trauma are immense and far reaching. The economic cost of road trauma in WA is estimated to be \$2.4 billion per annum¹⁴.

We need a real change, and we need it now. No-one should have to suffer the devastating impact of road trauma. A road transport system that kills and seriously injures people is unacceptable. No matter how we choose to move around WA, we should be safe in doing so.

In line with WA's road safety strategy, we must align to the Safe System approach which seeks safe road use, safe roads and roadsides, safe speeds, safe vehicles, and post-crash response. The Safe System approach builds layers of protection around road users so that, if one layer of the system fails, other layers will still protect the road user from death or serious injury. All of us make mistakes, and the road system must be designed to ensure that making a mistake on our roads doesn't lead to serious harm. All of us have a responsibility to ensure our roads and transport system are safe for everyone.

RAC's Vision 2030 sets ambitious targets for reducing the rate of fatalities and serious injuries on WA roads and looks to a future where all parts of the Safe System approach have been strengthened.

About Safe	Our targets	
Think safer roads, vehicles and people, to save lives and serious injuries. Safer mobility is vital to the wellbeing of Western Australians.		50% reduction in serious injury rate (per 100,000 persons) by end of 2025 from 2020 base.
		50% reduction of road fatality rate (per 100,000 persons) by end of 2025 from 2020 base.

Our Vision 2030 end states				
				
West Australians feel safe utilising all modes of transport. WA has safe transport infrastructure.	The rate of road deaths and serious injuries in Western Australia is approaching zero.	New vehicle technology and safety assurance frameworks are protecting occupants and other road users from crashes.	Road users are taking responsibility for themselves and other road users. Road safety is a social, health and economic priority for WA.	Appropriate speed limits have been implemented and are increasing human survival rates in the event of a crash.

¹⁴Government of Western Australia (2020), 'Driving Change – Road Safety Strategy 2020-2030'. Accessed at: <https://www.wa.gov.au/government/publications/driving-change-road-safety-strategy-2020-2030>

2.1 Governance

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

2.1.1 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.

It is essential road safety has an effective and transparent governance structure and shared and measurable key performance indicators (KPIs) should be established for relevant government agencies.

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

Driving Change - Road Safety Strategy for Western Australia 2020-2030 and *National Road Safety Strategy 2021-2030* must be supported by published robust action plans with actions allocated to all relevant government agencies and by published annual progress reviews that clearly define and track agreed KPIs.

All levels of government must adopt a stronger, bolder and more collaborative approach to progress road safety solutions and this needs to be done in a timely and proactive manner.

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

RAC supports the Browne Review recommendation for the appointment of a panel of three road safety experts (covering a breadth of expertise including policy, engineering, research and communications) to judge the merits of Road Trauma Trust Account (RTTA) submissions, offer policy advice to the Road Safety Commissioner and to serve on the Road Safety Council.

A national Parliamentary Standing Committee should be established to ensure a whole-of-government approach and improve transparency around government action on road safety.

2.1.2 Road safety data

It is essential to establish cohesive and comparable data collection mechanisms allowing local governments, state and territory governments and the Australian Government to benchmark both statistics and programs against shared KPIs and metrics to explicitly track and measure reduction in road trauma.

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

All crashes resulting in serious and fatal injuries should be investigated and the data inform prevention strategies and post-crash response.

2.1.3 Funding

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

Road safety spending (including RTTA programs and projects) should require accountable and measurable published outcome monitoring evaluations and a shared framework for this should be established by state and territory governments and the Australian Government.

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

To enhance transparency and accountability, applications for RTTA funding should be systematically assessed against published objective criteria, as recommended in the Western Australian Auditor General's 2023 report on the management of the Road Trauma Trust Account. In addition, all RTTA funded projects and their outcomes should be published on the Road Safety Commission website and referenced appropriately in its annual report.

All road infrastructure funding should be contingent on alignment with Safe System principles and must be prioritised towards projects that maximise safety benefits.

Local government level capability and capacity constraints must be addressed so that local governments are better able to assess, upgrade and maintain their road networks and to attract and retain the relevant skills and expertise required for development and implementation of road safety policy.

2.2 Safe road use

2.2.1 Legislation, penalties and enforcement

Unsafe and illegal road, bicycle path, footpath and shared path use by all users must be subject to enforcement, and penalties should appropriately reflect the level of harm caused, and danger posed, to road users. Some illegal behaviours, such as drink and drug driving, inattention, speeding and failing to wear a seatbelt are particularly risky, and the WA Government should adequately resource the Western Australia Police Force to enable them to carry out rigorous and high-profile enforcement activities, including in regional and rural areas.

Penalties should reinforce the message that breaking the road rules is dangerous and should be reviewed every two years. Repeat offenders should face stronger penalties than first-time offenders and those who lose their licence should be required to undertake counselling and/or education before having it reinstated.

All revenue from camera and roadside infringements should be re-invested into road safety through the RTTA.

Alcohol and other Drugs

Drink and drug driving and riding should be subject to tougher penalties for low-level and first-time offences aligning WA with other states.

RAC supports the use of alcohol interlocks for drink driving offenders with the cost preferably to be borne by the offender.

RAC supports the legislation applying tougher penalties to those caught driving or riding with both drugs and an illegal level of alcohol in their system.

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

Both drink and drug driving tests should be conducted at times when people are most likely to be intoxicated to maximise their effectiveness and reduce risk to all road users.

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

Inattention

RAC supports 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. The WA Government should prioritise legislation to enable these technologies to be fully utilised.

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

Speeding

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

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

RAC supports the legislation penalising drivers caught with radar detectors, radar jammers, or other devices capable of helping evade speed cameras and other speed measuring instruments.

Road safety cameras

RAC supports the use of road safety cameras, including fixed, mobile and point to point, as a deterrent against a range of offences including speeding, driving through a red traffic signal, illegal mobile phone use, failure to wear a seatbelt and driving an unlicensed vehicle.

A mixture of overt and covert cameras should be used in both Perth and regional WA to encourage network-wide and location-specific compliance.

Cameras should be placed in areas with an identified road safety problem, high pedestrian activity or a history of infringements.

Offenders should receive road safety education alongside infringement penalties.

Double demerits

RAC supports double demerit points targeting periods of high traffic volume and increased road trauma. Such periods should be actively communicated in advance.

Police enforcement data

RAC supports publication of Western Australia Police Force traffic enforcement metrics and outcomes in a consolidated, consistent and accessible form to improve the community understanding of the rationale for traffic enforcement.

Minimum passing distance

RAC supports the safe passing laws offering increased protection to cyclists and eRideable users on the roads.

Intersection priority for vulnerable road users

Governments should investigate measures to reduce crashes involving vulnerable road users, including legislative changes to provide this group greater priority and safety at intersections.

Slow Down, Move Over

RAC supports, and advocated for, 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 where safe to do so, move to the next lane. Enforcement and awareness raising activities must be ongoing to encourage ongoing compliance

Lane splitting and filtering

RAC supports the legislation which clarifies 'lane filtering', permitting a motorcycle rider to travel at low speed (no more than 30 km/h) between two lanes of stationary or slow-moving vehicles travelling in the same direction.

Legislation should clearly define and prohibit 'lane splitting', where motorcycle riders weave through traffic at higher speeds.

2.2.2 Education

School-based education

Road safety education should be a compulsory part of the school curriculum for all year levels and should be embedded within each school's ethos.

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

Secondary school education should focus on safe and responsible road use, risk reduction, increased resilience (e.g. to resist peer pressure) and preparing young people to become safe drivers. RAC supports pre-driver programs such as Keys4Life, which help learners to become safe drivers.

Post-licence education

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

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

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

Community awareness

Governments should fund evidence-based community education campaigns and school education programs which raise awareness of major road safety issues such as speed, driver inattention, fatigue and drink and drug driving, equip people to adopt safe rather than risky behaviours, and focus on the shared responsibility of road users.

The importance of the proper use of seatbelts, and child and pet restraints, should be promoted by governments through regular community awareness campaigns and the provision and promotion of child restraint fitting and checking services.

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



2.2.3 Licensing

Novice

RAC supports a graduated licensing system including graduated demerit points for novice road users to enable people to gain practical experience in lower risk situations (e.g. due to restrictions on night time driving). To reduce the risk for younger drivers further, peer passenger restrictions should be introduced for under 25-year-olds while they are on their red P plates, so that they are not permitted to carry more than one 16-21 year old passenger. Exemptions could be considered based on experience from other states, for example for family, employment and those who meet the criteria for a supervising driver.

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

Increasing supervised hours in the learner phase reduces crash risk when a full licence is gained, and therefore RAC supports an increase in mandatory supervised hours to bring WA in line with other states (between 100 and 120 hours prior to undertaking the Practical Driving Assessment). The minimum learner period should also be increased from 6 months to 12 months in line with other states to encourage learners to gain more experience and across all seasons.

Driving school instructors should be required to undertake mandatory training to a minimum Certificate IV standard and should receive regular professional development training to ensure they are abreast of new rules, new vehicle technologies and effective pedagogical practices.

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

The WA graduated licensing scheme for motorcyclists should be strengthened to reflect best practice and to reduce the road trauma risk for novice motorcyclists. This could include increasing the minimum age to acquire a learner licence, requiring an off-road pre-learner training course to be completed prior to obtaining a learner's permit and restricting provisional motorcycle licence holders from carrying pillion passengers and from using a mobile phone while riding. Elements of the motorcycle graduated licensing scheme should also be considered for moped riders, in particular aligning the minimum age and requiring a minimum number of supervised riding hours.

Extraordinary licence

RAC supports the restriction that prevents people who have either received an immediate licence disqualification or a licence suspension due to the accumulation of demerit points from applying for an extraordinary licence.

Fitness to drive

RAC supports the requirement for persons with a condition, medical or physical, which could impair their ability to drive, to advise the driver licensing authority of their condition. Medical practitioners should ensure that an accurate assessment of the effect on driving is reached, before informing appropriate authorities.

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

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

2.3 Safe vehicles

2.3.1 Motor vehicle standards

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

New technologies and the Australian Design Rules (ADRs)

ADRs must be more frequently reviewed against United Nations regulations to consider advancements in safety technologies, such as blind spot monitoring, driver fatigue monitoring, lane keeping systems, event data recorders and Intelligent Speed Adaptation, to ensure the Australian community can realise the reduced road trauma benefits sooner than it currently does.

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

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

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

New motor 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 current ANCAP star rating at the point of sale, so it is clearly visible, and in associated sales and promotional material.

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

New driver-assist and automated vehicle technologies should continue to be progressively included in assessments performed by ANCAP and its affiliates. Crash testing should be conducted with a range of crash dummies that represent the diversity of human body sizes and shapes.

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

Used vehicles

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

The WA Government should encourage those purchasing a used vehicle to purchase vehicles with 5-star Used Car Safety Ratings, which have frequently been shown to be as affordable as other, less safe used car models.

Automated vehicles

Governments should continue to take a role in leading initiatives to support innovation, as well as facilitate and regulate automated vehicle technologies to encourage deployment and uptake, and realisation of safety benefits. This includes investing in road, signage and intelligent transport systems upgrades that facilitate communication between vehicles and infrastructure.

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

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

Fleet and commercial vehicles

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

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

Industry (including transport passenger services like taxis and rideshare) 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.

2.3.2 Motorcycle standards

Australian Design Rules

Vehicle standards must be actively reviewed and introduced to motorcycles to improve their safety and efficiency.

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

2.3.3 Motorised scooters, eRideables and eBikes

Regulation and standards

In order to better facilitate safe technology in a growing market, RAC supports the development and adoption of safety standards, regulations and policies for motorised scooters, eRideables and eBikes which appropriately consider interaction with other road users and facilitates the increased uptake of these modes.

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

All new regulations should be reviewed, with recommendations implemented within a maximum of two years to ensure an appropriate balance between enhancing mobility and minimising safety risks to riders and other road users.

2.3.4 Personal Protective Equipment (PPE) and visibility

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

All road users should ensure they are visible to others whenever they are driving or riding on WA roads and paths, for example through use of lights, reflectors and bright/high visibility colours.

Train visibility at level crossings should be improved through an upgraded train lighting system including flashing lights and a rotating beacon on the front of locomotives, side lighting on train wagons and reflective strips or paint to ensure contrast between the train and its surroundings.

2.4 Safe roads and roadsides

2.4.1 Road design

Road planning and design should take into account the needs of all users including people with mobility difficulties and people wheeling, walking and riding, as well as the function of the road or street.

Design standards

RAC supports a review of urban road and street design standards and guidance, which prioritises consideration of both movement and place functions and a user hierarchy that seeks to protect the most vulnerable users first.

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

RAC supports efforts to design roads and streets to be self-explaining and self-enforcing in order to promote appropriate traffic speeds and more consistent road user behaviours. ‘Over designing’ roads and streets, for example designing for a speed limit of 60km/h when the posted speed limit will be 50km/h, can encourage travel speeds above the speed limit.

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

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

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

All road authorities should undertake regular road safety risk assessments to understand the safety of their road network and, develop network safety plans. These plans should prioritise treatments that will have the greatest impact on improving safety outcomes and aid the more effective management of network safety gaps to mitigate risks before crashes occur.

Separated facilities for active travel

All urban streets, particularly where the speed limit is above 30km/h, should have well-maintained footpaths to ensure that pedestrians, including wheelchair users, are separated from motor vehicles and not required to travel on the road. On higher speed urban roads, separated infrastructure should also be provided for cyclists and other active travel riders.



2.4.2 Preventative remedial measures

Roadside and head-on crash protection

To reduce the risk of run-off road crashes, sealed shoulders, median and roadside barriers with motorcycle underrun protection, and audible edge lines should be implemented across as much of the high-speed road network as possible, prioritising areas where there is a record of road crashes or where a high crash risk has been identified. To reduce the risk of head-on crashes on high-speed roads, mitigation measures such as median barriers, audible and wide centrelines and overtaking lanes should be implemented.

While trees present a major roadside hazard in high-speed environments, RAC supports tree planting on verges, along paths or between on-street parking bays in low-speed environments such as urban streets, where it can improve amenity, aesthetics, air quality and encourage slower traffic speeds.

Intersection protection

On major highways, signalised and non-signalised intersections should be progressively replaced with grade separations or roundabouts.

On urban streets, governments should commit to trialling and rolling out innovative low-cost intersection treatments that reduce vehicle speeds and prioritise vulnerable road users.

At passive level crossings, governments should explore ways to improve awareness of the level crossing and its risk, for example by augmenting advance warning signs and stop signs with vehicle activated LED lights.

Road maintenance

Governments 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.

2.4.3 Roadworks, signage and rest areas

Roadside advertising signs

Roadside advertising, including both digital and static forms, should not cause driver distraction or pose a safety hazard for road users. The size, type, complexity and positioning of such advertising should comply with guidelines and statutory controls and be considered in the context of the surrounding environment (for example, the amount of other signage present and whether it is located near critical decision points such as intersections or merging points), to mitigate any potential safety risks.

Roadworks signage and operational management

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

Rest areas

To reduce the risks associated with fatigued driving, RAC supports roadside signs on long distance routes that promote locations where drivers can take a break, along with the provision of accessible, well-equipped rest areas where other local services are not available. Governments should publish information on them to help individuals plan appropriate rest stops.

2.5 Safe speeds

Setting speed limits

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

The WA Government and local governments should adopt a holistic and proactive approach to speed limit setting which considers a range of variables (prioritising harm minimisation) and aims to achieve consistency across parts of the network with a similar design, environment and function.

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

At the national level, RAC supports the development of Regulation Impact Statements on reducing the open road default speed limit and the default speed limit on unsealed roads.

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

Communication of speed limits

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

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

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

Reducing speed limits

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

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

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

RAC supports a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner such as entertainment, retail and business precincts; public transport hubs; schools, hospitals and aged care facilities; prominent active travel routes such as safe active streets; and some residential streets.

The Australian Road Rules should be amended so that a 90km/h default speed limit outside built-up areas applies to sealed roads and 80km/h for unsealed roads. The WA default speed limits outside built-up areas for sealed and unsealed roads should also be reduced in line with this to target fatalities and serious injuries on regional roads. Roads can continue to be speed zoned at up to 110km/h where road design and conditions are appropriate.

Speeds on footpaths and shared paths

RAC supports cyclists and eRideable users being permitted to ride on footpaths and shared paths but pedestrians must have priority. Cyclists and eRideable users should ride at a speed that is appropriate for the type of path and enables them to give way to pedestrians where required. On footpaths, particularly where they are congested or narrow, speeds should be kept to no more than 10km/h.

2.6 Post-crash response and care

Technology

Governments, telecommunications infrastructure providers, mobile network operators, vehicle manufacturers and importers, and emergency services must work together to ensure that the benefits of post-crash technological solutions, such as eCall, can be realised in an Australian context, for example by improving mobile network coverage along road corridors. RAC supports the global standardisation of critical vehicle safety telecommunications to support greater and affordable access to such technologies.

RAC supports the provision of rescue sheets by vehicle manufacturers, which highlight the location of potential in-vehicle hazards including fuel tanks, high voltage batteries, airbag inflators and high-strength steel. The WA Government should encourage and train emergency services to utilise this information.

Support services

Governments should continue to provide and improve appropriate, timely and culturally responsive support services to meet the physical and psychological needs of those involved in, or impacted by, road trauma.

Sustainable mobility



3

RAC's vision for sustainable mobility

The mobility choices we make today should not impact negatively on the lifestyle and choices of future generations. Research suggests that human activities, principally through emissions of GHGs, have unequivocally caused global warming¹⁵. Transport is a major source of noxious and GHG emissions (such as CO₂, oxides of nitrogen (NOx), carbon monoxide (CO), oxides of sulfur (SOx), and particulate matter (PM)) and thousands of Australian lives are lost each year due to air pollution exposure. New modelling based on a New Zealand study released by climate researchers estimates around 11,000 Australian adults die prematurely each year due to exposure to traffic emissions¹⁶.

By world standards, Perth experiences good air quality, like much of Australia. However, there are times when our air quality exceeds the World Health Organization recommendations.

We need renewable and clean energy policy supporting alternative technologies and fuels, initiatives targeting vehicle purchasing decisions, congestion management and the promotion of public and active transport; as well as planning and design practices that support connected, liveable communities.

To RAC, sustainable mobility isn't just about vehicle emissions. Sustainable mobility also covers the sustainability of the funding model that supports our transport system. We need to ensure that revenue streams are fair, and effective at continually improving our transport system – one that creates access to more affordable and clean options.

RAC's Vision 2030 includes targets for reducing CO₂ and NOx emissions per kilometre travelled by car, and looks to a future where all Western Australian's enjoy cleaner, healthier air.

About Sustainable		Our targets		
Think low emission vehicles and initiatives for cleaner, healthier air. Sustainable mobility meets the social, environmental and economic needs of current and future generations.		15% reduction of NOx emissions per kilometre travelled by car in 2030, from a 2016/17 base.		
		20% reduction of CO ₂ emissions per kilometre travelled in 2030, from a 2016/17 base.		
Our Vision 2030 end states				
				
Harmful emissions (CO ₂ , NOx, particulates) from passenger vehicles are reduced in line with international benchmarks.	Proactive initiatives have been implemented to improve air quality.	Low emission vehicles are widely available, affordable and a popular choice. Western Australians better understand and are able to reduce the life-cycle impacts of owning or operating vehicles.	Infrastructure supporting alternative vehicle technology is broadly accessible.	A range of fair and effective funding options have delivered a high-quality transport system.

¹⁵ Intergovernmental Panel on Climate Change (2023), 'AR6 Synthesis Report of the IPCC Sixth Assessment Report (AR6)', Accessed at: https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC_AR6_SYR_SPM.pdf
¹⁶ University of Melbourne (Melbourne Climate Futures) (2023), 'Health Impacts Associated With Traffic Emissions In Australia', Accessed at: https://www.unimelb.edu.au/_data/assets/pdf_file/0006/4498161/Expert-Position-Statement_Vehicle-emissions_FINAL.pdf



3.1 Governance

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

3.1.1 Decision making

Strong leadership and credible policy decisions on transport emissions should be at a minimum consistent with Australia's international commitments to reduce GHGs to net zero emissions by 2050. Targets should be set for transport emissions, reflective of the sector's contribution to total emissions.

To enhance WA Government accountability in addressing air quality and vehicle emissions, RAC supports the proposed legislation of setting targets, requirements for developing and reviewing strategies, and reporting obligations through the *Climate Change Bill 2023* (WA).

Robust and ambitious transport emission reduction strategies and action plans should be developed and in the context of those from other sectors.

All levels of government should establish effective and transparent governance structures, supported by accountability and reporting mechanisms/measures, such as shared and measurable KPIs, to ensure increased collaboration across agencies.

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

The WA Government should lead development of an effective Air Quality Management Plan for all of WA, which is needed to minimise the impacts of pollution from vehicle emissions on the health of our communities.

Where practicable, cost benefit analyses for road transport project business cases should account for the additional GHG pollution that projects are expected to result in over their lifetime (e.g. through increased road capacity), or pollution avoided (e.g. from public transport improvements).

3.1.2 Emissions and air quality data

RAC supports having cohesive and comparable data collection mechanisms that allow government agencies, industry and broader community to benchmark and track GHG emissions and other air pollutant levels (including NOx and PM), and changes in air quality.

RAC supports improved air quality monitoring, covering a range of pollutants, to provide richer local data that aids decision making and increases community understanding of the health and environmental impact of emissions.

3.2 Cleaner and healthier air

Efforts should be made by governments and industry to reduce harmful vehicle emissions in line with international benchmarks by addressing each of the factors that impact emissions.

3.2.1 Vehicle emissions standards

Carbon dioxide (CO₂)

The Australian Government must introduce a well-designed national CO2 emissions standard for new light vehicles which achieves a genuine reduction in emissions, as a matter of priority.

Euro 6d

RAC supports the planned introduction of Euro 6d national vehicle emissions standards to reduce noxious vehicle emissions.

Vehicle emissions testing procedures

RAC supports the independent Worldwide harmonised Light-duty vehicles Test Procedure (WLTP), to better capture real world emissions of new vehicles and enable consumers to compare them. To complement WLTP results, RAC supports Real Driving Emissions testing and the AAA's real-world testing program.

3.2.2 Fuel

Fuel quality and standards

Australia's fuel quality should be of a standard which ensures the country is able to adopt 'cleaner' vehicle technologies and more efficient engines which are available internationally.

RAC supports the planned reduction in the allowable sulfur content in all grades of petrol, from 150ppm to 10ppm.

RAC supports the planned reduction in permissible levels of aromatics in 95 RON to facilitate the introduction of Euro 6d emissions standards for new vehicles. To support this, the Australian Government should undertake high-profile education and awareness raising activities to ensure consumers understand the changes and in particular the impact on fuel choices for new vehicles.

The Australian Government should implement a long-term pathway for the removal of low octane fuel, 91 RON, from sale in Australia.

Fuel alternatives

Governments should adopt policies that encourage the use of a wide mix of power and fuel systems to enhance consumer choice, reduce dependence on fossil fuels, and facilitate a shift to renewable energy generation. Policies should consider the broader emissions and environmental impacts of different fuel types, such as 'well to wheel' emissions.

Carbon emissions offsets

RAC supports investment in accredited carbon offsets such as the Australian Carbon Credit Units (ACCU) scheme to mitigate remaining GHG emissions that cannot be abated. The ACCU scheme should continue to be regularly and independently reviewed to ensure the governance arrangements, legislative requirements, methods, and the broader scheme remain appropriate to meet Australia's emissions reduction targets.

3.2.3 Low and zero emissions vehicles

To ensure the greatest reduction in vehicle emissions impacts on health and the environment, it is critical that the upstream (e.g. critical minerals, manufacturing, and fuel production) and downstream (e.g. recycling) environmental impacts are known and are factored into policy decisions.

Targets

The WA and Australian Governments should set ambitious targets (including timeframes) for WA and Australia's low and zero emissions vehicle fleet (including public transport fleet), uptake, and for the delivery of charging infrastructure.

Incentives

The WA and Australian Governments should scale-up incentives and taxation exemptions and subsidies, reflective of the reduced levels of emissions and the comparatively higher cost of purchase, to increase low and zero emissions vehicle uptake.

To encourage greater uptake by those that drive the most, incentive schemes should be informed by willingness to pay and consumer choice modelling. Consideration of state-based taxation exemptions/subsidies should include vehicle licensing duties and registration fees. At a national level, Luxury Car Tax, Goods and Services Tax (GST), Fringe Benefits Tax treatments and vehicle customs duties should be considered.

Education and awareness

Governments and industry should deliver campaigns and share information which help motorists understand the life-cycle impacts of owning different vehicles and how to manage the energy consumption of their vehicle, and so reduce their emissions. This should include topics related to purchasing vehicles that produce lower or zero emissions, the impact of vehicle emissions on health and the environment, the need to integrate EVs into the electricity network, managing charging times, as well as using more sustainable and active modes of transport.

Ratings at the point of sale

RAC supports consumers having access to easy-to-understand emissions, and fuel and/or energy consumption information at the point of sale (such as via an effective ratings system), when making new car purchasing decisions.

Fleet and commercial vehicles

Governments should help accelerate the introduction of more fuel-efficient vehicles by setting ambitious targets (including timeframes) for the purchase of low and zero emissions vehicles for government fleets, and encouraging employees and industry to do the same. This should include expanding and undertaking trials (if necessary) of low and zero emissions service vehicles where fit-for-purpose models are available.



Upskilling

Governments and industry should work together to ensure the workforce is ready to meet the specialised skills and capabilities required across low and zero emissions vehicle value chains, including servicing, repairing, and recycling.

Vehicle component recycling

Governments and industry should work towards a circular economy to strengthen the resilience and sustainability of automotive supply chains and reduce primary resource requirements.

Public transport fleet

The WA Government should continue to retire high emissions buses and transition to an operational fleet powered by the most sustainable energy sources, including all-electric and hydrogen. RAC supports the expanded trial and rollout of electric buses into the general public transport fleet.

Infrastructure

RAC supports continued investment in expanding EV charging infrastructure networks given anticipated EV uptake in the near-term. This should be delivered and incentivised by governments to maximise coverage and achieve equitable access for communities (particularly in regional locations), fill network gaps and install a suitable level of charging infrastructure in the areas where it is, and will be needed, most.

To support EV growth while ensuring the ongoing security, reliability, and efficiency of our power system, the WA Government must continue to assess the existing capabilities of the network and prepare for forecast future demand.

The WA Government should ensure timely and efficient rollout of the plan for state charging infrastructure across Perth and regional WA under the *State Electric Vehicle Strategy for Western Australia*.

Particularly in the near-term, the WA Government should provide concessions or other mechanisms which reduce or remove cost-prohibitive connection charges under the Distribution Low Voltage Connection Scheme.

RAC supports further investigation and trialling of renewable hydrogen refuelling infrastructure to support, for example, the operation of heavy duty and long-haul transport fleets.

Planning regulations to accommodate EV charging

RAC supports planning system incentivisation and/or requirements for minimum charging provision for EVs in new developments.

Sale and supply of electricity

The WA Government should ensure the relevant legislative frameworks, particularly the mechanisms that allow for the sale and on-selling of electricity to the WA public, appropriately enable and encourage publicly available EV charging infrastructure.

RAC supports encouraging off-peak charging, for example through price signalling and smart metering, to manage the impacts of EV uptake on energy supply, particularly during peak periods.

EV public charging station tariffs set by government-owned grid operators should ensure that they are appropriate and reflective of the increasing need for both cleaner vehicles and public charging stations.

Innovation and technological developments

The motor vehicle manufacturing industry should continue to invest in cost-effective low carbon and cleaner automotive technologies to reduce the overall emissions from vehicles.

Hydrogen

RAC supports the continued trial, and expansion where appropriate, of hydrogen fuelled transport in WA. Utilising sustainably produced or ‘green’ hydrogen should be prioritised.

3.3 Transport system funding

3.3.1 Taxation

Expenditure

All levels of government must work together to provide a safe, sustainable, and connected transport system for all road and path users.

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

The WA Government should investigate the distribution of revenue collected from all vehicle licensing fees currently paid to the Main Roads Trust Account. Revenue allocation should reflect government priorities across all modes of transport, with the proportion directed towards active and public transport, and road safety measures, being increased.

3.3.2 Funding model

Road user charging

The Australian Government should work with state and territory governments to consult on and develop a new road user charging model to replace the existing public fees and charges used to generate revenue.

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

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

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

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

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

The allocation of federal funding to WA should recognise the unique challenges faced in building, maintaining and operating the transport system in this state.

Alternative funding models

The WA Government should investigate appropriate alternative sources of funding essential transport infrastructure, including options that are appropriate for regional areas, encourage contributions through the development contributions framework and potential value capture mechanisms, and support public and active transport infrastructure projects.

Connected mobility



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RAC's vision for connected mobility

How our cities, towns and neighbourhoods are planned, designed and managed influences many aspects of our lives. Like where we live, work, and socialise, and how we move around.

A more connected WA is one that enhances our connections to employment and education opportunities, essential services and support networks, as well as places to relax, play and socialise.

How connected we feel to each other and our local communities has a powerful impact on our quality of life and overall wellbeing. Similarly, how our streets and public spaces are designed and managed can impact our health and wellbeing, as well as the economic vibrancy of local centres.

Our State is vast, and our population will continue to grow. While this brings many benefits, it also creates significant challenges in accommodating growth, catering for the increasing demands on our transport system and enhancing access to employment, education and other essential services and amenities.

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

RAC's Vision 2030 sets targets for reducing vehicle kilometres travelled by car, keeping transport affordable and our communities feeling connected. Through working to support well-planned communities, greater choice in transport options, more affordable transport and better managing congestion, RAC is working to support a more connected WA.

About Connected	Our targets		
Think well-planned communities and transport that connect people and places Connected mobility supports vibrant and liveable communities		5% reduction in vehicle kilometres travelled by 2030 from a 2018 base.	
		5% increase in connectedness score by 2030.	
		Change in cost of private motoring at or below CPI.	
		Change in public transport fares at or below CPI.	

Our Vision 2030 end states				
				
Good urban design and well-planned communities are enabling better access to transport options and enhanced social connectedness.	People are seamlessly connected by a flexible range of private, public and shared transport options, infrastructure, services and technology.	Congestion has been managed to protect the liveability and productivity of the State.	The benefits of digitisation are realised and enhance mobility, while protecting personal privacy and data.	Transport is affordable and accessible.

4.1 Governance

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

4.1.1 Decision making

A robust and fully funded integrated transport strategy and plan, developed and agreed to by all transport agencies, is essential to provide a clear strategic direction for WA's transport system. Such a plan must be integrated at every level with land use development and informed by net zero by 2050 emissions targets, to facilitate sustainable growth patterns and create connected communities.

RAC supports reform of the WA planning system to ensure it is more strategically-led and transparent to enable more effective planning, development and transport infrastructure decisions.

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

RAC supports a robust assessment and evaluation of transport projects to facilitate informed budgetary decision making and achieve the best outcomes from public expenditure.

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

Infrastructure Australia (IA)

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

In identifying transport infrastructure needs and investment priorities, RAC supports moving away from the outdated 'predict and provide' approach, to a forward looking 'vision and validate' model to achieve a more balanced transport network as well as desired liveability and productivity outcomes.

Infrastructure WA (IWA)

RAC supports IWA as an independent statutory body (providing expert advice to government on the infrastructure needs and priorities for WA) to help ensure transparent and evidence-based investment decision making.

The State Infrastructure Strategy should be used by the WA and Australian Governments to guide infrastructure planning, prioritisation and investment decisions.

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

Parliamentary Budget Office

RAC supports the establishment of an independent Parliamentary Budget Office to provide policy costing and advisory services to all members of the Parliament of Western Australia to improve the accuracy and transparency of costings for policies and election commitments.

4.1.2 Transport data

Data relating to all modes of transport should be collected and made available to the public. For example, to enhance safe and active travel, governments should collect information related to pedestrian, cyclist and eRideable volumes, speeds, crashes and near misses across more of the road and path networks.

RAC supports the establishment of cohesive and comparable data collection mechanisms allowing WA Government agencies to benchmark both statistics and programs against shared KPIs and more broadly to track and measure usage and performance.

4.1.3 Funding

Government should set a minimum annual transport budget percentage allocation for active transport programs. RAC broadly supports schemes which incentivise and encourage greater uptake of, and mode shift to, active transport options (such as salary sacrifice schemes for bikes and eRideables).

4.2 Affordable mobility

4.2.1 Collection of motorist taxation

Taxation and other revenue collection imposed on road users should be fair, equitable and transparent, and not add disproportionately to the cost of personal mobility.

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

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

4.2.2 Fuel and electricity

Market competition

The WA and Australian Governments should continue to monitor industry and relevant markets to protect the interest of consumers and guard against anti-competitive pricing behaviour.

The WA Government should continue to provide the FuelWatch scheme to monitor and investigate prices and other fuel retailer behaviour (such as price cycle changes), enabling consumers to make informed choices as to when and where to purchase fuel at the most competitive prices.

Market regulation

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

The WA Government should monitor excessive differences between metropolitan and regional fuel type prices and availability.

Fuel price boards and labelling

All fuel retailers should 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.

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

4.2.3 Public insurance scheme

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

Compulsory motor injury insurance

RAC continues to support the no-fault Motor Vehicle Catastrophic Injuries Fund (MVCIF).

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

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

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

Insurance for automated vehicles

The Australian Government, along with state and territory governments, must establish and implement an appropriate insurance framework for automated vehicles to protect both their occupants and other road users interacting with these vehicles.

4.2.4 Rights of vehicle owners

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

Consumers must have the right to access data generated by their vehicles. Consumers should be able to use this data to make informed decisions with regard to servicing their vehicles.

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

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

RAC supports the objectives of the Motor Vehicle Service and Repair Information Sharing Scheme, including ensuring the rights of vehicle owners to choose their repairer, protecting the safety and security information of vehicles, consumers and the general public, and supporting competition in the service and repair market through fair access to information. More specifically, RAC supports the requirement for motor vehicle service and repair information to be made available for Australian repairers and relevant Registered Training Organisations to purchase at a fair market price and within a reasonable timeframe.

Towing

RAC supports the current legislative consumer protections for vulnerable drivers involved in a crash including:

- > The right to choose a towing company (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).
- > The right of vehicle owners to choose where their vehicle is towed.
- > The requirement for tow truck drivers to declare maximum fees that will be charged for the towing, salvage, and storage of a vehicle (incidental fees are now prohibited) before the vehicle is towed.
- > The requirement for the maximum fee to be displayed on the written statement provided to the person authorising the tow.

To further protect vehicle owners and ensure the cost of motoring is affordable, maximum charges should be established for standard crash and breakdown towing, and storage of vehicles.

Wheel clamping

RAC supports the legislation which prohibits the use of wheel clamps and other immobilising devices to detain a vehicle as a parking management practice in WA.

4.2.5 Public transport fares

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

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

To provide price certainty to public transport users and encourage greater patronage, RAC supports the introduction of maximum fare payments which should consider weekly and monthly caps and tickets.

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

4.2.6 Travel subsidies

The maximum subsidy for the Taxi User Subsidy Scheme (TUSS) should be increased to improve mobility for those with disabilities. Trips under the TUSS should generally be exempt from levies.

4.3 Enhanced liveability

4.3.1 Planning and design of communities

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

Transport and land use Integration

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

Land use, development and infrastructure planning and design should improve and enhance safe and convenient access by all modes within the community to various destinations including employment, leisure, social, health and/or recreation opportunities.

To reduce reliance on motor vehicles to access key destinations, the retrofitting of existing, and the planning of new communities, must prioritise public transport and active travel for all ages and abilities, consider reduced car parking, co-locate trip generators and increase density around activity nodes and transport hubs.

RAC supports strategies such as urban infill and the creation of greater employment opportunities in activity centres, to reduce the distance people need to travel for work purposes.

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

Infill development

Continued urban expansion (or urban sprawl) through development of previously undeveloped “greenfield” sites in the outer suburbs and on the fringes of the metropolitan area, particularly in areas which are not well served by public transport, should be avoided.

To reduce commuting distances and travel demand between the outer and inner areas, RAC supports urban infill development which strikes a better balance of residents and jobs, particularly in Perth’s central sub-region.

The WA Government should work with local governments and industry to identify and remove barriers to well considered urban infill opportunities, such as through the creation and implementation of an urban consolidation action plan. RAC supports incentives, such as priority approval processes and taxation exemptions/subsidies to increase the infill rate in appropriate areas.

Mixed-use, commercial and residential infill developments of increased densities should primarily be focused around activity centres, public transport hubs and along high frequency bus and future rapid transit corridors to facilitate increased public transport patronage.

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

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

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

Inclusive transport

Inclusive transport systems should be equitable, accessible, affordable, empowering and should aim to ensure the benefits of transport infrastructure are experienced by all areas and communities in both regional and urban settings.

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. To provide better access for all, RAC supports adopting a whole-of-journey approach and universal design principles and practices.

Social connectedness

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

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

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

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

4.3.2 Roads and congestion

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

Road upgrades and improvements

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

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

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

Road space allocation, design and operation

RAC supports the application of road planning, design and operation principles that seek to manage demands for limited road space and ensure safety, efficiency and amenity for all road users.

Decisions about the allocation of road space and operation of the road network should consider both the place functions and movement of people on streets and in areas, appropriately supporting the prioritisation of different transport modes and integration with surrounding land uses. Where feasible, priority and road space should be allocated towards more vulnerable and/or sustainable modes of travel in line with the concept of a road user hierarchy that places those road users most at risk in the event of a collision at the top.

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

Automated vehicles and supporting infrastructure

Both WA and Australian Governments should lead initiatives to regulate and plan for automated vehicle technology and supporting infrastructure, with a focus on ensuring they complement and enhance public transport, active travel and shared use.

Intelligent transportation systems (ITS) solutions

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

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

Awareness and education

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

facilitate realisation of the safety and efficiency benefits.



4.3.3 Public transport

The public transport system should be equitable, convenient, reliable and affordable.

Infrastructure and services

RAC supports sustained and widespread investment in improving the frequency and coverage of the public transport system. Regular reviews are also 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.

The WA Government should provide an integrated multi-tier public transport system comprising city-shaping infrastructure such as heavy rail and a mid-tier rapid transit network.

RAC supports investment in the provision of bus/public transport priority measures, such as priority lanes, priority at traffic signals and the reallocation of road space where appropriate, to improve the reliability and competitiveness of regular bus services.

RAC supports the investigation and trialling of on-demand bus services, particularly to enhance provision in areas where fixed services may not be financially viable such as in regional communities.

RAC supports the removal of road/rail level crossings to improve public transport efficiency, ease localised congestion and improve safety. Any removal of level crossings must ensure connectivity and accessibility is maintained or improved, for people who choose to walk, ride or cycle, both along and across the rail corridor.

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

RAC does not support the construction or expansion of park and ride facilities at train stations in inner suburbs; improved public transport, active travel connections and drop-off provision should be prioritised.

To encourage uptake of cleaner and more active travel modes, RAC supports making it easier to use bikes, eBikes and eRideables as part of a multi-modal trip. This should be considered in the context of user demand and patronage and could include secure lock-up facilities at more public transport nodes and the ability to take active travel devices on services during peak hours (in both directions).

RAC supports an increased focus by governments on planning for the application of automated vehicle technology to enhance the quality and coverage of urban and regional public transport systems.

Awareness and education

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

4.3.4 Active travel

Planning

Active travel accessibility should be built into the road and rail network, developments and neighbourhoods by ensuring high quality, connected infrastructure is included from the earliest stages of design development.

4.3.5 Riding

Infrastructure

To improve the safety and viability of active transport options, governments must accelerate investment in infrastructure and education programs that facilitate safer riding environments and behaviour change for all road users.

In addition to continued investment in Perth’s off-road active transport network, governments should increase the availability of appropriate, safe and well-designed on-road facilities (prioritising physical separation from motorists where possible) to provide improved safety, amenity and connectivity to activity centres, train stations and the principal shared path network.

To enhance personal safety and amenity for shared path users, upgrades should be made to ensure surface quality, width and lighting levels meet, and even exceed, relevant standards. Shade and greenery are important factors to create a comfortable cycling and riding environment and should also be included in path design / upgrades.

The WA Government should regularly review design standards for both on and off-road cycling infrastructure, such as shared path widths and intersection treatments, separation of people walking and riding, and support trials of innovative design approaches.

RAC supports the expansion of the active transport network, including the creation of widespread safe routes along neighbourhood streets, to connect the wider cycling network to community amenities such as schools, train stations and shops.

The WA Government should increase investment in the provision of secure end-of-trip facilities at public transport hubs and within activity centres and new developments to encourage active travel.

Electric bikes and eRideables

RAC supports the promotion of legal electric bikes and eRideables, such as electric scooters, which help make cycling and personal mobility an attractive and practical option for more people and reduce reliance on private vehicle use. Regulation and enforcement must ensure safe and legal travel for cyclists, eRideable users, and other vulnerable travellers, particularly pedestrians.

Regulation

Cycling/riding on footpaths and shared paths should be managed (e.g. by setting speed limits) in areas of high pedestrian demand.

Awareness and education

The WA Government should fund public awareness and education campaigns to highlight cycling and eRideable safety, encourage responsible riding and promote increased usage of new infrastructure.

RAC supports the continuation of funding for school-based cycling training which will help to grow cycling participation, build skills, safety and confidence.

4.3.6 Walking

Infrastructure

RAC supports the planning and designing of cities and communities which provide opportunities for people to integrate physical activity as part of their daily routines.

Transport infrastructure strategies, planning, and design should recognise the critical role that walking plays in creating vibrant, liveable communities by including specific steps that make it safer and easier to walk.

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

Governments should increase investment in high quality, well-designed, connected, legible pedestrian infrastructure which is easy to navigate, as well as increased priority for pedestrians at crossings and traffic signals.

In areas where there is potential for conflict between pedestrians and higher speed cyclists and eRideables, RAC supports separating the riding and walking environment to cater for the safety and needs of different user groups.

Awareness and education

The WA Government should fund public awareness and education campaigns and training for all modes to highlight pedestrian safety and encourage increased physical activity.

4.3.7 Parking

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

Supply and management

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

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

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

Revenue

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

4.3.8 Shared mobility options

Car/ride sharing

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

Mobility as a Service

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

Active travel schemes

The WA and local governments should continue to support bicycle and eRideable share scheme trials as a way to increase mobility choices, particularly for shorter trips, by providing increased options for the first/last mile, improving accessibility to public transport hubs, and supporting recreation and tourism.

Shared schemes must be supported by appropriate governance, planning and infrastructure.

Operators of shared schemes need to promote legislative compliance among users and ensure devices do not become hazards.

Shared schemes should be supported by delivery of a comprehensive path network, prioritisation of road space for these devices, and safe speed limits.

Shared schemes should continue to be monitored and evaluated with the community kept informed.

4.3.9 Travel demand management

Travel behaviour change

RAC supports behaviour change programs which encourage the use of more sustainable modes of transport and make more efficient use of existing infrastructure.

Travel Plans

RAC supports the preparation of travel plans for major developments, particularly to encourage the uptake of more sustainable and active travel modes and to manage congestion.

Flexible working practices

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

4.3.10 Digitisation and data privacy

Open data

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

Privacy

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

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

RAC supports the investigation of appropriate restrictions on private industry around the use, storage and sharing of personal and sensitive information collected by such new and emerging transport technologies.



Glossary



5

Glossary term	Definition
Active travel	Refers to being physically active to make a journey comprising of the most common forms - walking and cycling - but also includes other modes such as e-bikes, wheelchairs, skateboards, roller skates, roller blades and non-electric scooters. While e-scooters and e-skateboards are not ‘human-powered’, they share many characteristics with devices used for active travel, are used in similar ways and deliver most of the same societal benefits.
Activity centres	Mixed use urban areas where there is a concentration of commercial, residential and other land uses. They are multi-functional community focal points where people live, work, shop, meet and relax. Activity centres are categorised under seven classifications within WA's <i>State Planning Policy 4.2</i> . These include, capital city, strategic centres, specialised centres, secondary centres, district centres, neighbourhood centres, local centres.
Alcohol interlock	A device in a vehicle that is designed to prevent the vehicle from being started or driven unless the device is supplied with a breath sample that contains either no alcohol, or less than a certain concentration of alcohol. Also known as an alcohol ignition interlock device.
ANCAP	An acronym for <i>Australasian New Car Assessment Program</i> , used to measure passive crash protection and conducts performance assessments on safety features and technologies to measure active crash avoidance. Assessed cars are awarded a star rating from 1 to 5 to indicate relative safety performance, where 5 stars is the safest.
Area cordon charges	Charges for drivers who drive into and within a specific area and are a form of road pricing. Area cordon charges assist in the management of traffic and emissions reduction particularly within dense, urban areas.
Audible lines	A line on a road that is made up of a series of closely spaced raised pieces of material designed to create a continuous noise or vibration if driven on by a motor vehicle. Also known as audio-tactile line marking (ATLM) or rumble strips.
Australian Carbon Credit Unit (ACCU)	Financial products awarded to eligible energy efficiency, renewable energy generation, and carbon sequestration projects that result in a reduction of greenhouse gas emissions. One ACCU represents the avoidance or removal of one tonne of carbon dioxide equivalent (tCO ₂ -e) greenhouse gas. ACCUs are issued by the Clean Energy Regulator and may be held by the project developer or sold to generate income.
Australian Design Rules (ADRs)	Our national standards for road vehicle safety, anti-theft and emissions. All new road vehicles manufactured in Australia and imported new or second-hand vehicles, must comply with the relevant ADRs when they are first supplied to the Australian market.
Australian Road Assessment Program (AusRAP)	The Australian version of the international Road Assessment Program (iRAP), which has developed a methodology for inspecting sections of road and measuring the level of safety provided by attributes of the road's design. Road sections are awarded a star rating from 1 to 5 depending on the level of safety 'built in' to the road, where 5 stars is the safest.
Australian Road Rules	Model laws that form the basis of the road rules in each Australian state and territory. They are a framework for road safety and traffic regulations, not national laws that are in force across Australia. For the most part, each state and territory has copied the Rules into their own laws, but not every provision has been copied exactly in each state and territory.
Automated vehicle	Motor vehicles that can perform the entire driving task on a sustained basis without human input, either in all conditions or in specific conditions. These vehicles are equipped with an automated driving system (ADS) – that is, a combination of hardware and software capable of performing the entire driving task without human input. Also known as self-driving, or autonomous, vehicles.

Glossary term	Definition
Black Spot programs	Both the Australian Government and the WA Government operate Black Spot programs, which provide funding for cost-effective treatments at hazardous road locations with a proven crash history or locations identified as high-risk. Organisations and individuals can nominate locations meeting eligibility criteria to be considered for funding.
Blind spot monitoring	A vehicle safety feature that can detect other vehicles located to a driver's side and rear that cannot easily be seen in the side mirrors. This feature may provide a visual or audible alarm, or a vibration from the steering wheel, when an object, such as a car, is detected in the blind spot zone. Some vehicle models feed a live video of the blind spot to the digital driver display when indicating.
Browne Review	A 2014 report by P Browne entitled <i>A Review of Road Safety Governance in Western Australia</i> . The Browne Review made a series of recommendations regarding road safety governance in WA.
Carbon dioxide (CO ₂)	A heat-trapping gas, also known as a greenhouse gas, that comes from the extraction and burning of fossil fuels (such as coal, oil, and natural gas), from wildfires, and natural processes like volcanic eruptions and contributes to global warming. One of the main human activities that emits carbon dioxide is the combustion of fossil fuels for energy and transportation.
Circular economy	A model of production and consumption, which involves activities such as sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. The materials are productively used again and again, thereby creating further value and reducing the products' overall environmental and emissions impact.
Consumer choice modelling	Designed to predict the likelihood of a customer selecting one product over alternatives. It is used to measure the value a customer places on particular changes in a product and helps marketers decide what product modifications will draw the most customers.
CRASH	An acronym for <i>Consumer Rating and Assessment of Safety Helmets</i> , which is run by a consortium of government agencies and insurance companies who share a common interest in improving motorcycle safety. CRASH provides helmet buyers with independent and consistent information on the levels of protection from injury in a crash provided by motorcycle helmets and the comfort level of the helmet.
Data collection mechanisms	Are systematic techniques and procedures used to gather and measure information on variables of interest (e.g. emissions data). Data collection mechanisms play a crucial role in building a robust evidence-base, as they help ensure the quality, accuracy, consistency and comparability of reported data.
Default speed limit	Statutory (legal) speed limits that apply to a particular road environment, driver's licence status or type of vehicle. They are generally unsigned. The default speed limits in WA are 50 km/h for built-up areas and 110 km/h for rural or undeveloped areas (except for drivers and vehicles restricted to 100km/h).
Development contributions framework	Development contributions are payments or works-in-kind (e.g. land and/or construction of infrastructure items) towards the delivery of infrastructure needs generated by new developments and/or subdivisions. Development contributions are charged by local governments when new development occurs. They are used to fund community infrastructure such as roads, drainage, community and recreation centres, sporting facilities, libraries, and other facilities.
Driver fatigue monitoring	A vehicle safety feature involving a driver-facing camera mounted somewhere in front of the driver, which constantly scans the driver's face to ensure their eyes are always looking forward to the road ahead. It can use a person's speed of blinking, direction of gaze and sometimes even brain wave activity to detect fatigue.

Glossary term	Definition
Drivetrain	A vehicle's drivetrain includes all of the components necessary to transfer the engines energy to its wheels in order to make the vehicle move. These parts often include the transmission, differential, driveshaft, axles, constant velocity joints, and the wheels.
eBike	Bicycles with built-in electric motors used for propulsion. The motor runs off a battery that is built into the bike which is plugged into a normal power point to recharge. Pedal assist bikes (that require human propulsion for the throttle to kick in) are the most common however some e-bikes come with a throttle without the need to pedal. The power of ebikes is limited depending on the type: 250W for a pedalec (an ebike that meets particular European standards), and 200W for any other type.
eCall	A system that enables a vehicle to automatically place a call for help to first responders if involved in a crash, even if the occupants are trapped or unconscious. Using geolocation technology and sensors within the car, trained staff can access critical information, including exact location, speed and direction of travel.
Electric vehicle (EV)	Cars or other vehicles with motors that are powered by electricity rather than fossil fuels (petrol and diesel). There are currently four main types of EVs: battery EVs; plug-in hybrid EVs; fuel cell EVs; and hybrid EVs.
eRideable	An electric rideable device, such as a scooter, skateboard or other vehicle, that has at least one wheel, is designed to be used by only one person, is no more than 125cm long, 70cm wide and 135cm high, is 25kg or less, and is not capable of travelling faster than 25km/h on level ground.
Euro 6d	European emissions standards regulate the level of noxious exhaust emissions vehicles can release (not carbon dioxide). A higher Euro level requires that a vehicle produces lower emissions. The most stringent standard is Euro 7, which is being explored for introduction in the European Union. Currently all vehicles supplied to the Australian market must meet a minimum of Euro 5, however some newer and more advanced vehicles can meet tougher Euro 6 standards. Euro 6d is the most stringent tier of Euro 6 standards before Euro 7.
Extraordinary licence	A driver's licence that a person under a court-imposed licence disqualification or suspension may be granted by a court if they can show that they will be unable to access urgent medical treatment or employment without being able to drive. An extraordinary licence includes conditions under which the person may drive a vehicle, including (a) the roads they are allowed to drive on, (b) the purposes for which they are allowed to drive, (c) the hours during which they are allowed to drive, and (d) the vehicle they are allowed to drive.
First/last mile	The distance between someone's point of origin (e.g. home or work) and the public transport node or the node to their final destination, which, for many, is too far to walk.
Fixed camera	A camera installed in a roadside cabinet at a specific high-risk location on a permanent or long-term basis to detect traffic offences. The two types commonly used in WA are speed safety cameras and combined red-light/speed safety cameras (installed at traffic light controlled intersections).
Fuel efficiency standards	These regulate permissible average carbon dioxide (CO ₂) emission levels from new vehicles supplied annually by a manufacturer, to reduce greenhouse gas emissions.
Fuel excise	A flat sales tax levied by the Australian Government on petrol and diesel bought at the bowser. The rate of fuel excise is adjusted in February and August each year in line with inflation and is in addition to GST. The principal purpose of fuel excise is to raise revenue which may be spent on roads and other land transport projects, such as rail and public and active transport.

Glossary term	Definition
Fuel quality	Described by the level of sulfur, aromatics and octane found within the fuel. Better quality fuel is considered to be that which has lower levels of sulfur and aromatics, and higher levels of octane which makes the fuel burn more slowly.
Graduated Licensing Scheme	A staged approach to driver licensing from learner to provisional to full licence designed to reduce the extent of crash involvement among inexperienced and younger drivers by allowing driving to commence only in lower risk conditions, graduating to higher risk conditions with increasing experience and maturity. In WA, novice drivers are subject to additional rules including supervision, night time driving restrictions, zero blood alcohol content, a lower demerit point threshold and a requirement to display L or P plates.
Green hydrogen	Obtained by electrolysis of water (splitting the hydrogen from the oxygen) and is produced when the energy used to power electrolysis comes from renewable energy sources like wind, water or solar, so releases no polluting emissions into the atmosphere and is the cleanest and most sustainable form of hydrogen.
Greenhouse gas (GHG)	Gases in the earth's atmosphere that trap heat. As GHGs increase unsustainably, they trap the sun's heat which leads to global warming and climate change. The main GHGs are carbon dioxide, methane, nitrous oxide, water vapour and fluorinated gases.
Hybrid vehicle	Cars or other vehicles powered by an internal combustion engine and one or more electric motors, which uses energy stored in batteries.
Intelligent Speed Adaptation (ISA)	A vehicle technology that compares a vehicle's travel speed to the speed limit and either provides visual, auditory or tactile feedback to the driver if the vehicle exceeds the speed limit or else prevents a vehicle exceeding the speed limit altogether. Also known as Intelligent Speed Assistance.
Intelligent transportation systems (ITS)	The application of information and communications technologies (ICT) to manage the transport system. ITS involves ICT being placed at the roadside and connected to traffic management centres enabling information to be collected and communicated on road conditions. It helps traffic system managers and road users to make more informed decisions.
Keys4Life	A WA pre-driver education program delivered at participating schools and agencies that allows students over 15 years of age to learn about safe driving and sit their Learner's Permit Theory Test.
Lane keeping systems	A vehicle safety feature that warns the driver when the vehicle is leaving its lane and provides steering input to keep the vehicle in its lane in order to reduce run-off road and head-on crashes.
Low octane fuel	A fuel's octane level is described by its Research Octane Number. In Australia, the lowest octane rating is a standard 91 unleaded, followed by E10 (94 octane), and then 95 premium unleaded, with the highest octane rating being 98 for premium unleaded. These ratings are based on fuel stability and the pressure at which a fuel will spontaneously combust in an engine.
Mid-tier transit	Refers to the provision of public transport which sits between heavy rail and standard bus routes. Heavy rail requires their own land reserve and are very difficult to be shifted later on, they are intended to carry a very high volume of passengers, typically travel via the CBD and support main commuting trips. Buses provide a local service throughout the suburbs and are designed to feed into heavy rail. Mid-tier sits between these services and aims to connect various destinations. They can operate within the road reserve and are designed to have high capacity. Examples include bus rapid transit (900 series), light rail, trams, and trackless trams.
Mini-roundabout	A small roundabout with a more compact design than a standard roundabout (e.g. with a small mountable island and no deflection on approach), which means it can be installed within existing kerb lines rather than requiring extensive intersection reconstruction.

Glossary term	Definition
Mobile camera	A camera deployed on a short-term basis at a high-risk location to identify traffic offences such as vehicles exceeding the speed limit. It can be either a handheld speed measurement device or a laser based digital cameras operated on a tripod in a vehicle or trailer.
Mobility as a Service	An integration of various forms of transport and transport-related services into a single, comprehensive, and on-demand mobility service. MaaS offers end-users the added value of accessing mobility through a single application and a single payment channel (instead of multiple ticketing and payment operations).
MotoCAP	The <i>Motorcycle Clothing Assessment Program</i> , an independent, free resource supported by governments and private road safety organisations across Australia and New Zealand. MotoCAP tests motorcycle protective jackets, pants and gloves using scientific methods to provide star ratings for motorcyclists to encourage them to choose gear with the best protection and breathability.
Motorcycle underrun protection	A flexible metal or hard plastic barrier that is installed underneath the main beam of a standard roadside barrier, sometimes with an extra buffer installed at the end. It is designed to absorb and redirect the energy of a high-speed impact, providing better protection to motorcyclists if they lose control around a curve and would otherwise hit the hard metal posts on the roadside barrier or slide down the embankment out of sight from passing motorists.
Motorised scooter	A scooter that has one or more electric motors where the combined maximum power output is not more than 200 watts and the scooter is not capable of going faster than 10 km/h on level ground.
Movement and place	A framework used for planning, designing and managing transport networks to maximise benefits for the people and places they serve. The framework recognises that roads and streets can perform two key roles of both movement and place - and that these can have different objectives and priorities.
Multi-modal	Refers to a trip or journey comprising of multiple modes of transport such as bike and train.
Multi-tier public transport	Refers to the three tier system of public transport including 1). trains as the primary mass transit service, 2). road based rapid transit such as high frequency bus and light rail, and 3). regular bus services.
Net zero emissions	Refers to achieving an overall balance between greenhouse gas emissions produced and greenhouse gas emissions removed from the atmosphere.
Noxious emissions	In this document the term refers to emissions from road vehicles – including oxides of nitrogen and sulfur (NOx and SOx), particulate matter (PM), hydrocarbons (HC), and carbon monoxide (CO).
Operating speed	The speed at which most road users feel comfortable travelling. The operating speed is generally measured as the 85th Percentile Speed (the speed at which 85 per cent of people are travelling at or below).
Oxides of nitrogen (NOx)	A mixture of various gases that are composed of nitrogen and oxygen such as NO, and NO ₂ .
Particulate matter (PM)	A mixture of tiny particles and liquid droplets. PM does not refer to a single pollutant, but rather a mixture of many – and can include oxides of nitrogen (NOx), black carbon (soot), ammonia, oxides of sulphur (SOx), and volatile organic compounds (VOCs). The particles that make up PM can be emitted from a range of sources, including emissions from vehicles, building and industry emissions, smoke and dust.
Point to point camera	Also known as average-speed safety cameras, use number plate recognition to determine the time taken by a vehicle to pass through two or more fixed points to calculate its average speed travelled between the points. It determines whether the vehicle exceeded the posted speed limit within that journey.
Predict and provide	Where future travel demand is forecast based on historic trends and the transport network developed to meet those forecasts.

Glossary term	Definition
Price signalling	A change in the price of goods or services which indicates that the supply or demand should be adjusted. Price signalling can influence EV charging behaviour by encouraging consumers to charge their EVs when there is an abundance of electricity supply through offering lower electricity prices, and discouraging charging during times of low electricity supply through higher prices.
Principal Shared Path (PSP)	A high-quality shared path for walking and riding, built to Main Roads WA PSP standard. This generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections. PSP's form the backbone of the WA bike network, and often follow freeway and rail corridors and provide for safer off-road travel, with minimal interruption from other traffic, and more direct riding and walking trips.
Raised Safety Platform	A traffic calming device similar to a long speed hump consisting of an approach ramp, platform and departure ramp that change the height of the road to reduce the maximum comfortable operating speed for vehicles to Safe System collision speeds, particularly at intersections and at an approach to an intersection.
Real Driving Emissions (RDE)	A test which measures the pollutants, such as NOx, emitted by cars while driven on the road. RDE does not replace the Worldwide harmonised Light-duty vehicles Test Procedure (WLTP) laboratory test, but complements it. RDE serves to confirm WLTP results in real life, thereby ensuring that cars deliver low pollutant emissions, not only in the laboratory but also on the road.
Regulation Impact Statement (RIS)	A published government analysis of the impact of a proposed regulatory policy change, including why government action is needed, what policy options have been considered, details of the costs and benefits of each option and prior consultation, and a plan for implementing and evaluating the preferred option. Government policy makers are generally required to develop a Regulation Impact Statement prior to any substantive regulatory policy change.
Rescue sheets	A quick-reference document which provides information about a vehicle's structure and potential hazards to be used by emergency services in the event of a crash to rescue the vehicle occupants as safely and efficiently as possible.
Rideshare	An arrangement whereby people travel together in a single vehicle rather than separately, typically to reduce the expense or environmental impact
Road Safety Council	A statutory body established under the <i>Road Safety Council Act 2002</i> to identify measures to improve road safety in WA, to coordinate and evaluate the implementation of these measures and to recommend to the Minister for Road Safety how money in the Road Trauma Trust Account should be spent.
Road Trauma Trust Account (RTTA)	An agency special purpose account that receives 100 per cent of the revenue resulting from photographic speed and red-light camera fines. The funds are managed by the Road Safety Commission and allocated by the Minister for Road Safety on the advice of the Road Safety Council to implement priority road safety projects consistent with the WA Government's <i>Driving Change – Road Safety Strategy for Western Australia 2020-2030</i> .
Road user charging	A charge or fee issued to (typically) drivers, for the use of a road. There are multiple models and ways to implement a road user charge e.g. charging eligible vehicles based on driving within a defined area(s) of road; vehicle kilometres/distance travelled; vehicle mass etc.
Run-off road crash	A type of crash where a vehicle leaves the road, either rolling over or hitting an object such as a tree.
Safe passing laws	A regulation in the WA Road Traffic Code requiring motor vehicles passing to the right of a rideable device such as a bicycle or e-scooter to pass at a safe distance (defined as 1 metre if the speed limit is not more than 60km/h and 1.5 metres if the speed limit is more than 60km/h).
Sealed shoulder	The portion of road between the white painted edge line and the verge which has been sealed with a hard surface material such as bitumen, concrete or asphalt, and is not gravel or dirt.

Glossary term	Definition
Self-explaining roads	Road design that encourages vehicle travel speeds to align with the speed limit using a mixture of both psychological and physical traffic calming elements.
Serious injury	In WA, defined as a person being admitted to hospital as a result of a reported crash on a road or road-related area.
Speed management	The proactive management of travel speeds on our road and path networks. This can be achieved through, for example, the setting and signing of safe and appropriate speed limits, ensuring compliance through road design, speed cameras and education, and using vehicle and roadside technology to alert drivers to their travel speed.
Speed zone	A road or area with speed limit signs that indicate the regulatory speed limit.
Supervising driver	A person authorised to instruct a learner driver. In Western Australia, a supervising driver can be a licenced driving instructor or anyone who has held a current driver's licence covering the type of vehicle the learner is using for at least four years (or two years if learning to ride a moped).
Traffic management device	A physical device designed to change driver behaviour (e.g. by slowing down vehicles) as part of local area traffic management, for example road humps, raised platforms, kerb extensions and slow points.
Trip Generator	A destination, or specific land use (e.g: shops, work, school, recreation) that attracts people to it.
Used Car Safety Ratings	Safety ratings focusing on used vehicles and determined through the independent analysis of real-world crash statistics. They provide an indication of the relative risk of death or serious injury to the driver of the vehicle in a crash compared with other vehicles on the road. Vehicles are awarded a Driver Protection star rating from 1 to 5, with higher star ratings being a safer choice.
Value capture mechanisms	The act of collecting a portion of the benefits arising from public infrastructure investments that increase the value of land. For example, when a new train station or train line is constructed, this has the potential to increase the value of the land surrounding it by improving access and therefore the potential for development. One example of value capture includes taxes on property transactions, where taxes are levied at the point of property transaction as a portion of the sale price, charged to the seller or the buyer and then used to offset costs of construction.
Vision and Validate	Where a preferred transport future is determined and options for helping move towards the preferred future are established and prioritised.
Vulnerable road user	Anyone using the road who is not in a car, bus or truck, including users of mobility devices, pedestrians, cyclists, eRideable users and motorcycle riders. They are considered vulnerable in the presence of cars, buses and trucks.
Wide centrelines	Two parallel centre lines painted on the road up to 1 metre apart to provide greater separation for opposing traffic than standard centreline markings, helping to reduce the likelihood of head on crashes.
Willingness to pay modelling (WTP)	The maximum price a customer is willing to pay for a product or service. It's typically represented by a dollar figure or, in some cases, a price range. WTP can be affected by factors like demographics, customer behaviour, the economy, etc.
Wombat crossing	A pedestrian (zebra) crossing that is placed on a flat top road hump. Not only does this provide pedestrian crossing priority, but the raised platform gives further prominence to pedestrians and encourages motorists to slow down on approach to the crossing.
Worldwide harmonised Light-duty vehicles Test Procedure (WLTP)	A laboratory test used to measure fuel consumption and carbon dioxide emissions from passenger cars and vans, as well as their pollutant emissions. The WLTP is based on conditions to best reflect the vehicle's on-road performance e.g. more realistic driving behaviour (dynamic accelerations and decelerations), a greater range of driving situations (urban, suburban, main roads) etc.



