

The Challenges to Travel Demand Management in Western Australia

I have been involved in Travel Demand Management and the promotion of sustainable transport for over 7 years both in the United Kingdom and Perth, Australia. My experiences have allowed me work with small, medium and large employers, major hospital and university re-developments, communities and schools. Below are my personal and professional comments not those of the City of Belmont, on what needs to change form a policy context to allow Australia to learn from the mistakes of others and help combat transports contribution to Climate Change .

- Changes to Fringe Benefit Tax to encourage more use of sustainable forms of transport and reverse the current high usage of company vehicles due to financial incentives.
- Re-budgeting of the Austlink and other road funding schemes to allow a greater percentage of funding to be spent on cycling, walking and public transport infrastructure. All research from around the world indicates you can not build your way out of congestion, building or widening roads purely induces demand
- Car registration costs should be aligned with the environmental performance of the vehicle
- There needs to be State wide planning guidance on developments and the need for Sustainable Travel / Access plans and end of trip facilities. A draft report/guidance was issued in 2006 by WAPC but nothing has happened since. Local Authorities are reluctant to develop there own polices on this issue as It could hinder development and push developers into neighbouring districts.
- Full Integration of public transport and cycling, i.e dedicated cycle storage on trains anytime of the day and racks for cycle transportation on some buses
- More funding for TravelSmart programs
- A national awareness raising campaign for TravelSmart including radio and television advertising
- Expansion of the Light Rail system especially to the International Airport. The airport currently has one low frequency bus service that only serves the domestic terminal and takes 50 minutes from the CBD to reach the airport. If Western Australia is serious about tackling this issue then the Airport should be used as an example of best practice in multi modal access.
- More interconnecting circular bus routes to allow efficient east-west movements rather than all services other than the existing circular service running into the CBD.
- Demand Management at all Public/Government buildings i.e parking charges
- New design specifications in all newly built schools to promote multimodal access, kiss and ride bays, secure covered cycle compounds, showers and changing areas bus lay-bys etc
- Funding for cycle training and facilities in schools
- All roads that are wide enough should contain cycle lanes.
- Bus priority lanes should be considered on all high frequency bus routes
- A state wide car pooling database should be set up.
- High density developments should be encouraged around train stations and other transport interchanges. A perfect opportunity has just been wasted on the new Mandurah Train line where large scale surface car parks have been built

surrounding all stations. The one example of such a transit orientated development on this line is at Wellard. The opportunity cost of all this land now wasted to asphalt could have funded high frequency bus services to the train stations for years to come eliminating the need for these huge surface car parks

Regards Ian Goodwin