

Submission from Jillian Woolmer Gosnells, WA

There are many barriers currently in place that hinder sustainable travel behaviour changes in our community.

One of the major problems is the current FBT system which encourages individuals and organisations to buy larger vehicles and drive excessive kilometres.

Many workplaces give staff company cars for work and private use and cover the petrol costs without giving any limits. There is little encouragement to car pool or trip chain to reduce kilometres travelled each day.

Changes to FBT laws have been advocated to overcome the incentives for car commuting. Concessional treatment of cars should be removed. Incentives should be given to employees who use sustainable transport to commute.

Currently fuel guzzling four wheel drives are heavily subsidised. To reduce overall fuel consumption there is a need to ensure that smaller more fuel efficient vehicles are competitively priced and purchased by government departments and businesses as fleet cars as well as for personal cars.

The carbon tax could be used to fund more infrastructure to encourage sustainable transport such as walking, cycling, carpooling and public transport. Building principal shared paths, dedicated bus lanes and train lines are expensive, but will assist people to change their travel behaviours. The carbon tax could be used to fund these major pieces of infrastructure.

Auslink funding and other funding aimed at road infrastructure could be adjusted to allow a greater percentage of money to be spent on provision of cycling and public transport infrastructure.

Local Government and State Government planning departments need to work together and provide guidance for any developments or redevelopments and introduce the need for Sustainable Travel / Access plans and end of trip facilities.

Perth Network City idea should be continued throughout Australia with areas being redeveloped to encourage higher density around train stations. Sustainable communities should be encouraged so people can work, live and play close to home with minimal need to travel any distance by car. Higher density living should be encouraged. Developments with little infrastructure should be discouraged so that people do not end up living on the fringes of suburbia with no community facilities or access to public transport.

There should be an expansion of the train system especially to the international and domestic airports in Perth and throughout Australia.

The train line in Perth should be extended from Thornlie to Canning Vale and link into the Mandurah line.

There should be more interconnecting circular bus routes. Bus routes should also be shorter and more frequent. One of the problems that stop people from using the bus the train station is that it is usually a long route that ends up doubling their travel time. Building up shorter faster routes, even if they are less frequent initially, would be a way of increasing patronage.

There should be full integration of Public Transport and cycling, i.e. dedicated cycle storage on trains anytime of the day and racks on some buses. Cycle storage should be increased at train stations and included at major destinations – ultimately in a similar way as it is in Himeji in Japan where there are many bicycle parking stations near the major train station and shopping district. Bike parking is currently minimal in Western Australia with maximum of 10- 20 bikes being able to be stored generally at train stations and very little or none at most other destinations. People are deterred from using their bikes for many trips as there is inadequate bike parking.

Funding for TravelSmart officers and programs should be increased so that they can assist Local Government, State Government, Federal Government, workplaces, schools, shopping centres and households change their travel behaviours so that it is more sustainable.

Parking fees should be introduced to all Government and Public buildings to reduce the demand for parking and to encourage people to use sustainable transport instead. Parking bays are costly and is an inefficient and ugly use of valuable land. Facilities the whole community can use should be built along rivers and foreshores rather than for roads and carparks. Parking should be limited and encourage people to walk, cycle or use public transport to get to these areas wherever possible.

New government buildings, shopping centres and all schools should have design specifications to encourage sustainable transport. Kiss and ride bays, secure covered cycle compounds, showers, lockers, change facilities, shared pathways, bus shelters and wayfinding signage to help people find their way to public transport and major destinations should be included.