

**Submission  
No 9**

## **ROAD ACCESS PRICING**

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Since motor vehicles became relatively affordable in the 1950s, state governments have had agencies devoted to the management of roads, the vehicles that use them, and the resolution of the problem of excessive use, ie, traffic congestion.

For six decades these state agencies have had priorities directed at making motoring faster, easier, and safer. The priorities have been influenced by pressure from motoring organisations directed at government.

The current state of peak hour traffic congestion in Sydney should prompt the Committee to question whether the policies of the last six decades are appropriate for the future.

In particular, the Committee should quantify the subsidies enjoyed by motorists in the urban areas of NSW cities. It should question whether those subsidies are justified.

For at least the last four decades, NSW Governments have had policies of "integrated land-use and transport planning". Somehow, those policies seem to have largely failed to be implemented. Motorists still drive long distances for work and recreation. Individuals seem to be governed by the mental attitude that a one-hour commute is acceptable. The result has been that "better" roads have just induced longer trips.

The Committee should consider how these tendencies might be changed, given the increasing awareness of limited reserves of fossil fuels and the threat of pollution-induced climate change.

Large savings in travel costs might be gained by more people using "active" transport - walking and cycling. The Committee should investigate the community benefits of government investment in active transport.