



## BUS FARE FREEZE

# Keeping our public transport fares fair

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The ACT Greens believe public transport that is high quality and affordable is key to building a modern, sustainable, people-friendly Canberra. We will freeze public transport fares and stop cost increases.

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The ACT Greens believe public transport that is high quality and affordable is the key to building a modern, sustainable, people-friendly Canberra.

The Greens have committed to connecting the North and South of our city with light rail and to significantly improving the bus network right across Canberra. In addition, the Greens commit to **freezing public transport fares** so there will be no cost increases for anyone using public transport over the course of the next term of the Legislative Assembly.

The ACT Greens will:

- » Connect our city by extending light rail from Gungahlin to Woden; and
- » Keep public transport affordable by freezing public transport fares.

By 2020 Stage 1 (Gungahlin to Civic) of light rail will be operating, and Stage 2 (Civic to Woden) will be near completion, giving people from North to South Canberra access to rapid, reliable, high quality public transport through an integrated light rail and bus network.

The fare freeze will ensure Canberra travellers have an attractive and affordable public transport service with costs that compete effectively with car travel. It will encourage people to leave their cars at home and take sustainable, public transport to get around our city.

Freezing fares will also help people who are struggling to make ends meet. Fares are often overlooked but they can make a real difference to people's cost of living. Further, transport costs are now the second highest household expenditure for Canberrans primarily due to expenses and other costs associated with running cars.

Without the Greens' commitment to freeze fares, public transport fares are likely to increase by 5% per year. The Greens' public transport fare freeze will save people catching buses during the working week between \$160 and \$315 per year – or for a family with 2 bus travellers, between \$320 and \$630 per year.



# CONNECTING CANBERRA

## With Integrated Buses and Light Rail

The Greens will invest \$57 million to expand and improve public transport

ACT Greens believe investing in convenient, affordable and sustainable public transport is key to building a modern, people-friendly city. We will improve bus frequencies and network coverage across all of Canberra.

The ACT Greens believe investing in convenient, affordable and sustainable public transport is key to building a modern, people-friendly Canberra. As well as extending light rail to Woden and beyond, The ACT Greens are committed to making sure our buses run more often, that there are more regular weekend bus services and that our flexible bus service is extended.

The ACT Greens **will invest an additional \$57 million into the ACTION bus network to improve bus frequencies and network coverage across all of Canberra.**

### > More Frequent Buses

The ACT's ACTION bus network will benefit in particular from investment to improve its frequency and directness, to make it more convenient for Canberrans who are commuting and travelling around Canberra.

The ACT Greens' network investment will:

- » Support new, convenient rapid bus routes to provide all day frequent services (for example, a 15-minute rapid service linking Woden, Weston Creek, Molonglo and Civic);
- » Improve the frequency of regular bus services;

» Integrate bus routes conveniently and seamlessly with Stage 1 light rail to allow for fast and convenient interchanging at Gungahlin, Dickson and Civic; and

### > Convenient School Buses

Parents and their children will benefit from more school buses and school bus routes. And, expanding the bus network will make it more convenient for Canberrans to travel by public transport, the will also help Canberra grow into a more sustainable city that is less car dependent, more affordable, and less polluted.

The ACT Greens' network investment will:

- » Provide more school buses and more school bus routes to assist more children to travel to school by public transport;

### > Accessible Public Transport

The ACT Greens believe that all members of our community should be able to get around using public transport. That's why we have committed to invest an additional \$1.5 million in the flexible bus service to ensure that Canberrans with disabilities, or who are older and less mobile, can participate fully in our community.

» Provide an additional \$1.5 million to improve the flexible bus service, the free service for older Canberrans and people with a disability. The funding will allow it to run more often and cover more parts of Canberra.

*The ACT Greens have already announced:*

### > **Extending Light Rail to Woden**

The ACT Greens' vision for light rail has always been for an integrated network across Canberra. Directing the second stage to Woden will create a spine that connects the city's north and south.

By 2040 we expect thousands more people travelling from Woden towards the City in the morning peak and employment in the Parliamentary Triangle is expected to dramatically increase between now and 2041.

The Greens believe that every Canberran should be able to travel to and from work easily, affordably and without having to sit in traffic for hours, which is why we included a light rail master plan in the Parliamentary Agreement.

Directing light rail to the south of Canberra will provide a fantastic opportunity to revitalise the Woden town centre with vibrant urban development that comes with light rail.

The Greens' plan is to extend light rail right across Canberra - connecting north and south – to create a vibrant city that is sustainable and easy get around.

### > **Bus Fare Freeze**

The ACT Greens believe public transport that is high-quality and affordable is the key to building a modern, sustainable, people-friendly Canberra. We will freeze public transport fares and stop cost increases.

The fare freeze will ensure Canberra travellers have an attractive and affordable public transport service with costs that compete effectively with car travel. It will encourage people to leave their cars at home and take sustainable, public transport to get around our city.

Freezing fares will also help people who are struggling to make ends meet. Fares are often overlooked but they can make a real difference to people's cost of living. Further, transport costs are now the second highest household expenditure for Canberrans primarily due to expenses and other costs associated with running cars.

Without the Greens' commitment to freeze fares, public transport fares are likely to increase by 5% per year. The Greens' public transport fare freeze will save people catching buses during the working week between \$160 and \$315 per year – or for a family with 2 bus travellers, between \$320 and \$630 per year.



# KEEPING KIDS SAFE

## Traffic Calming in and Around Schools

The Greens will fund individually tailored safety plans for schools

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The ACT Greens will allocate a capital improvements fund of \$20 million for specific improvements at each school in accordance with their travel and traffic management plans.

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The ACT Greens believe that our city is at its best when all members of our community can use our streets, and cross our roads, safely. That includes our very youngest members.

### > Traffic Calming in and Around Schools

As Canberra's population grows and more people use our roads, we must take extra steps to ensure that children are safe walking to and from school. Every ACT School and surrounding area presents unique challenges and risks. The ACT Greens are committed to developing a tailored plan for each Canberra school to keep students safe.

The ACT Greens will invest **\$20 million** to:

- » Work with every school community in the ACT to create individual "school travel and traffic management plans, and;

- » Invest in effective and appropriate safety improvements including slower traffic speeds, more pedestrian crossings, improved walking and cycling connections, improved signage and education initiatives that will help both students and parents to use school carparks and roads more safely.

These will identify the most effective and appropriate actions and investments to keep children attending the school safe, and may include

initiatives such as slower traffic speeds, pedestrian crossings, flashing lights, improved walking and cycling connections, 'dragon's teeth', improved signage, education initiatives, and actions that can be taken by the School itself.

We will allocate a capital improvements fund of \$20million to implement specific improvements at the schools, in accordance with their individual travel and traffic management plans.

*The ACT Greens have already announced:*

### > Convenient School Buses

As part of a \$57 million investment in the ACTION bus network to improve bus frequencies and network coverage, parents and their children will benefit from more school buses and school bus routes.

Expanding the bus network will make it more convenient for Canberrans to travel by public transport, it will also help Canberra grow into a more sustainable city that is less car dependent, more affordable, and less polluted.

The ACT Greens' network investment will:

- » Provide more school buses and more school bus routes to assist more children to travel to school by public transport, decongesting the roads in and around our schools.



# TRANSFORMING TRANSPORT

## Clean, green public transport for Canberra

The Greens will take action on transport pollution

**The ACT Greens are committed to providing Canberrans with fast, convenient and affordable public transport. And, as a modern and environmentally responsible city, the ACT Greens recognise that we have an opportunity to power our public transport with clean, green energy.**

Clean energy powered public transport is good for our planet, it's good for the economy and it's good for our health. Putting the community first means investing in infrastructure that will service our city - both now, and into the future.

The buses we buy today will still be in use in 2030 by which time we want the ACT to be carbon neutral. Almost one quarter of the ACT's polluting emissions come from transport.



*Photo credit: Canberra Metro. The ACT Greens have a plan for a clean energy powered public transport mix including electric and hybrid buses and clean energy powered light rail.*

### **> Transition our bus fleet to clean technologies by 2030**

The ACT Greens have a target to transition our bus fleet to clean technologies by 2030.

That's why we will invest in new clean energy bus technologies to ensure the ACT has the very best technologies for the future.

The ACT Greens will:

- » Commit \$2.2 million to trial electric buses, hybrid buses, and buses fuelled by biofuels. This is likely to allow the most flexible and fast transition away from buses that run on fossil fuels;
- » At the completion of trials, switch all purchases to clean, green buses.
- » Invest \$130 million over the next four years to phase in clean energy bus technologies including electric buses and hybrid buses. These buses are an investment in our city's future with all new buses likely to operate for approximately 15 years; and
- » Phase out the existing diesel and CNG buses as they come to the end of their service life;
- » Invest in more buses to feed into our clean energy powered light rail and increase the size of our bus fleet to approximately 1000 buses by 2031 to serve our growing city.

**Not only are Canberrans stuck in traffic and spending too long behind the wheel trying to get around the city; but our car-dependence is costing Canberran families too much money in fuel, it's contributing to our city's air pollution and it's driving dangerous global warming.**

**Putting the community first means giving Canberrans real alternatives. That means more clean-energy powered buses, and more bus routes, that feed into our clean-energy powered light rail so that Canberrans can travel quickly and easily around our city.**

**Canberra can lead the way, learning from the progress already being made on clean bus technologies in other cities. For example, already 20% of London's bus fleet is hybrid-electric, and they are operating 17 electric only buses. Transport for London is also trialling biofuel buses made from used cooking oil from the catering industry.**



# ***BETTER* ROADS, NOT MORE ROADS**

## **Maintaining the roads we have**

The Greens will invest \$30 million in fixing and maintaining our roads

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**The ACT Greens understand that Canberrans don't need more roads, more traffic and more cars - we need to repair and rebuild our roads so that they do the job they are meant to do.**

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Canberra is regularly recognised as having the best roads in the country. However, a source of frustration to many Canberrans is that many of our roads are in decline and instead of fixing them, the Liberal and Labor parties keep committing to building more.

The ACT Greens understand that Canberrans don't need more roads, more traffic and more cars - we need to repair and rebuild our roads so that they do the job they are meant to do.

### **> Better roads, not more roads**

Putting the community first does not mean spending taxpayer dollars ripping up and laying down unnecessary infrastructure every election cycle. It means working with the community to improve people's day to day lives when they travel around our city, and spending their tax payer dollars where it's needed most.

That's why the ACT Greens will invest \$30 million over three years for sustainable road maintenance.

This funding will not only meet the current need for road maintenance, it will also address the backlog of roads that need maintenance.

By making this investment now we can save millions of dollars of funding in the future.





# KEEPING CANBERRA MOVING

## Integrating taxis into weekend public transport

The Greens will ensure Canberra has transport options seven days a week

The ACT Greens believe every Canberran should be able to use affordable, convenient public transport every day of the week

Canberra is a thriving modern city, and people have busy lives - all seven days of the week. We all know that the week does not start on Monday and end on Friday. Many Canberrans work, have family commitments, and social engagements all seven days of the week.

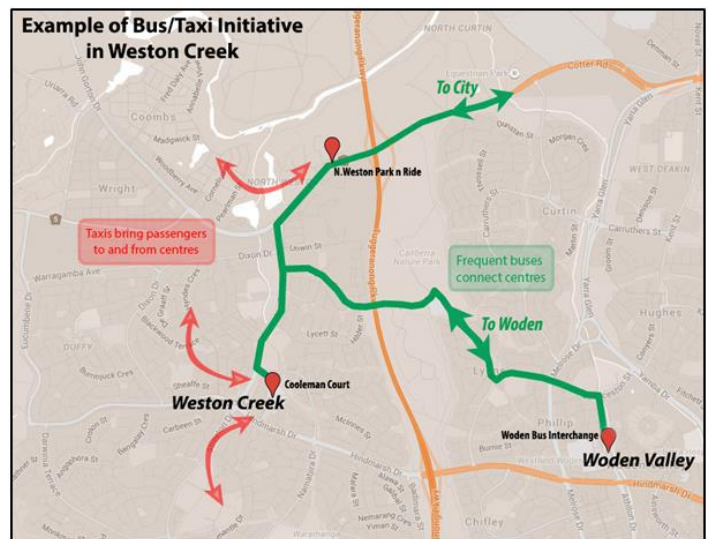
Right now, weekend and some off-peak bus services are infrequent and it's difficult for Canberrans to get around without using a car.

### > BNT: Buses and Taxis

The ACT Greens believe that every Canberran should be able to use affordable, convenient public transport to get around - every day of the week.

That's why the Greens will:

» **Commit \$500,000 to trial a new model integrating buses and taxis** to improve bus services at off-peak times. The first trials will occur in **Weston Creek and Tuggeranong on weekends**.



We will replace low frequency weekend suburban bus routes with an on-demand taxi service that will take Canberrans to main centres where there are good public transport options.

Passengers will be able to take a taxi from their home to a main centre to connect with a rapid bus, or from the main centre to their home for the cost of a bus fare.

This model is more flexible and convenient for passengers. By not running the suburban routes, we can afford to pay for the taxis, serving Canberrans better.





# CREATING AN ACTIVE CANBERRA

## And Putting People First

The Greens will invest \$60 million in cycling and walking infrastructure

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The ACT Greens believe that putting the community first means making it easier to get around Canberra. That means investing in cycling and walking infrastructure.

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### > \$60 million for walking and cycling infrastructure

Putting the community first means building our city to suit the needs of people. That means investing in public transport, building new cycling and walking infrastructure and setting our city up to keep people healthy and connected in the future.

The Greens believe that creating a sustainable, healthy city means prioritising people and the environment. That means prioritising to active transport like cycling and walking, and public transport.

The ACT Greens will commit to a major rollout of quality walking and cycling infrastructure across Canberra, as well as maintenance and repair of damaged or substandard infrastructure.

### > The Greens will invest \$60 million to:

- » Implement new best practice infrastructure (such as separated cycling facilities);
- » Improve walking and cycling connections to key local destinations such as schools, shops and community facilities; and
- » Repair of damaged footpaths and shared paths.

The rollout of new infrastructure will be guided by a strategic active travel network plan and will particularly focus on connecting people to their local centres, schools and community facilities.



# BETTER BIKE INFRASTRUCTURE

## And New Cycling Facilities

Everyone benefits from better, safer bike infrastructure

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Canberrans want more travel options. Many of Canberra's car trips are easily doable on a bike. All we need is the right infrastructure to make them quick, safe and easy.

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The ACT Greens want Canberra to grow into a city that prioritises sustainable transport - walking, cycling and public transport. This will create a city that is both environmentally friendly and that works better for everyone.

With fast growth and a growing number of cyclists, Canberra is reaching a stage where we can explore new facilities that both support existing cyclists and help encourage new people to cycle for their transport.

In addition to our significant initiatives to build and plan Canberra as the active travel capital, the ACT Greens will invest in the preliminary work needed to develop:

- » A major bicycle hub for the city and other town centres
- » A bike share scheme for Canberra.

### > Bicycle hubs for town centres

A lack of "end of trip facilities" (such as showers, changerooms, bike storage, etc.) remains a significant obstacle faced by people who are considering commuting to work by active travel - especially by bicycle.

To help address this issue the ACT Greens would commence work to explore options for a Bicycle Hub for Civic and other town centres. A Bicycle Hub is a dedicated, fully staffed building that contains showers,

bicycle storage and potentially other facilities such as bicycle repair, laundry facilities, coffee and other services. An example is provided by Brisbane's successful City2Cycle facility.

As a first step the Greens would commence feasibility study work for the project. In the longer term we would seek to engage private partners in the design, construction and management of any facilities.

### > A bike share scheme for Canberra

A bike share system allows people to quickly and easily access a bike from a conveniently located bike station, and return it to another bike station. Bike share schemes facilitate active travel, complement public transport, and encourage new people to take up riding.

A bike share scheme is potentially feasible and beneficial to Canberra, particularly with the construction of Stage 1 light rail and a concentration of employment, tourist and residential locations around the City and the Inner North and South.

The Greens would fund a feasibility study to investigate options for commencing a "bike share" scheme in Canberra, initially focused on the Parliamentary Triangle, City, New Acton, ANU and Dickson in collaboration with the National Capital Authority.



# TRANSFORMING CANBERRA

## Into the Active Travel Capital

Everyone benefits from better, safer bike infrastructure

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Canberra could become a world leading city for active travel, encouraging people to walk and cycle to and from work and social activities.

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Canberra could become a world leading city for active travel and encouraging people to walk and cycle to and from work and social activities. Active travel is key to creating a sustainable, healthy city that prioritises people and the environment. Part of living in a modern, connected city is being able to get around quickly, easily and affordably - and being able to walk, cycle and take public transport is a big part of that.

The ACT Greens will ensure best practice planning and transport policies to prioritise active travel and establish Canberra as the active travel capital.

To transform Canberra into the national Active Travel Capital, the ACT Greens will:

- » Create a well-resourced Active Travel Office and employ an Active Travel Coordinator;
- » Legislate and implement new, best practice active travel design standards;
- » Establish a cross-city, business and community active transport association;
- » Improve active travel project assessment by implementing the HEAT system.

### > **An active travel office and coordinator**

Active travel in the ACT needs a specific, well-resourced Active Travel Office and Active Travel Coordinator to promote active travel and make sure every member of our community benefits from the way we design and built our city.

In particular, that means women and children who are often less likely to cycle to and from work, social activities or school. A key priority for the Active Travel Office will be engaging with these groups to work out how we can make our city work for them.

**The ACT Greens will provide an extra \$1.1M over the next four years** to establish a better-resourced Active Travel Office, headed by a Walking and Cycling Coordinator.

The Coordinator will be tasked with a special role of engaging groups that are less likely to engage with active travel and develop and promote the kinds of solutions that will meet their needs.

## **> Best practice active travel design standards and policy**

The ACT Greens will implement modern, best practice design and policy standards for walking and cycling infrastructure to ensure the highest quality walking and cycling outcomes in Canberra. The new policy standards will ensure the ACT Government follows world-leading standards for new and retrofitted active travel infrastructure. They will allow the Government to roll out improved infrastructure such as:

- » Bicycle boulevards and separated cycling facilities;
- » Protected intersections;
- » Pedestrian crossings and 'shareways' or 'shared spaces'.

The best practice policy and design standards will also guide active travel policy decisions by Government and ensure outcomes such as:

- » The positive provision of active travel upgrades and network improvements whenever new roads, road upgrades, road maintenance or other related projects are delivered.
- » The use of a 'transportation mode hierarchy', which prioritises sustainable transport, to guide transport investments and designs.
- » Ensuring improved and high quality active travel networks in new estates.

## **> Cross-city collaboration**

When progressive cities work together they can achieve better outcomes; this has been shown to be the case with active travel design standards. The ACT Greens will invite progressive Australian cities to form a 'cross city active travel' association,

similar to the 'NACTO group' established in North America.

The intent of the group is to share experiences, lessons learnt, and best practices in active travel and active street projects. Ultimately the collaborative group will develop best practice infrastructure standards that it collectively adopts where generic active travel standards are substandard or lagging. Canberra will host the first meeting of this Active Travel forum.

The Greens also recognise the importance of community and business support for, and involvement in, the implementation of innovative infrastructure and street designs. The Greens will fund community and business consultative panels to facilitate collaboration between Government, community and business on active travel and street improvements.

## **> A new way of assessing active transport projects**

The process used by Governments and Treasuries to allocate funding to infrastructure often does not adequately take into account the benefits of sustainable transport projects, such as walking and cycling. The result is that funding continues to be given disproportionately to projects such as roads, while the community misses out on the extensive benefits of having high quality walking and cycling infrastructure.

The ACT Greens will introduce a new assessment tool for the ACT Government to use in its assessment of active travel projects, called HEAT (the "Health Economic Assessment Tool").

HEAT has been developed by the World Health Organisation and it allows a sophisticated and evidence based assessment of walking and cycling projects, especially useful for determining their value more accurately in budget processes. The tool will help the ACT Government to see the real value of active travel developments, and to support their funding in Budgets.



# EXTENDING LIGHT RAIL

## From Civic to Woden

Investing in Canberra's transport future.

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The Greens are committed to providing fast, clean energy powered public transport right across our city.

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The ACT Greens will progress stage 2 of light rail (Capital Metro) from Civic to Woden. This will create a high quality public transport spine from Gungahlin to Woden. Woden is a good staging point for further expansion of the light rail network to Tuggeranong, Weston Creek and Molonglo, as part of a light rail network that ultimately will cover most of Canberra.

Woden is an area of high public transport demand. The Mawson and Woden area has excellent opportunities for expansion and revitalisation, which will improve the employment, residential and social opportunities in South Canberra.

The Greens have committed \$25 million to plan, assess and develop a detailed a business case for stage 2 light rail plan which will:

» Plan and assess the detail of the route from Civic to Woden, in consultation with the community.

The assessment will include analysis of extension Stage 2 to Mawson.

» Complete a detailed business case for stage 2 Woden by 2017, allowing for a final decision about construction, based on the detailed analysis, costs and benefits.

We anticipate that construction can be underway by 2019, with operation commencing by 2021. We anticipate that the full cost of constructing the stage 2 route be similar to the cost of stage 1 (Gungahlin to Civic). This is in the order of \$800M - \$1B - noting that this stage will overcome several engineering obstacles in the creation of a light rail network, such as crossing Lake Burley Griffin, and passing the Parliament House underpass.





## ROAD SAFETY

# Keeping Canberrans safe on our roads.

ACT Greens want everyone to be able to travel across our city, safely.

The Greens believe it is unsatisfactory to accept that road deaths are an inevitable part of our transport system and we support the “Vision Zero” philosophy, which prioritises human life and health.

Road safety is a key and often overlooked area of the ACT Government’s responsibilities. Further work needs to be done to eliminate the many deaths and injuries occurring in our road traffic system every year.

The latest 2015 ACT Road Crash Report showed that 15 people were killed and 131 hospitalised following crashes on ACT roads. The Greens believe it is unsatisfactory to accept that road deaths are an inevitable part of our transport system and we support the “Vision Zero” philosophy, which prioritises human life and health.

We also recognise that policies that prioritise sustainable transport – walking, cycling and public transport – play an important role in improving road safety. Our approach to road safety seeks to genuinely implement policies and frameworks that will create a safe and sustainable travelling environment for everyone.

### > Properly implement ‘Vision Zero’

The ACT Greens support the road safety system called “Vision Zero”. Vision Zero aims for zero deaths in the road transport system. It emphasises the fact that every life is important. It also emphasises human fallibility and says that people shouldn’t die because they make an error on the road.

This approach places ultimate responsibility on those who design the road transport system to accommodate human error.

The Greens also support the “Vision Zero 2.0” concept adopted in Sweden in recent years, which builds on Vision Zero. It emphasises the benefits of having a sustainable and liveable city, and the health benefits and reduction in deaths and injuries that result from more people walking and cycling.

While the ACT Government has announced its support for “Vision Zero”, and to some extent its policies and actions support planning for liveable and sustainable city, there is much more it can do to genuinely integrate these policies into all areas of Government action and activity.

To integrate Vision Zero (and Vision Zero 2.0) formally into the ACT’s traffic planning system, the Greens support formalising its principles and objectives into legislation and planning guidelines and regulations.

### > Safe System Assessment Framework

The Greens will ensure the ACT Government formally adopts the Safe System Assessment Framework into its traffic planning and assessment processes. This is a best practice framework to ensure road project designs and operation align with the Safe System objectives.

The Safe System approach involves different elements of the system working together to help eliminate death and serious injury and it particularly requires road managers to ensure that when driver errors do occur, they do not result in severe outcomes.

## **> Safer roads for Vulnerable Road Users**

The Greens are concerned about the disproportionate representation of vulnerable road users (pedestrians, cyclists and motorcyclists) in deaths and injuries on ACT roads. Our response to road safety includes specific measures to improve the safety and usability of these transport modes. This not only will reduce deaths and injuries directly, but will also make sustainable modes of transport more attractive, which in turn increases road safety.

Safety improvements for vulnerable road users include ensuring a proportion of black spot funding is spent on projects benefiting vulnerable road users; investment in sustainable transport - including quality active travel infrastructure such as separated cycling facilities, public transport and age-friendly communities; and planning and design improvements, including improved active travel design standards and planning changes to ensure improved and high quality active travel networks in new estates.