

The Greens (WA) 2017 policy

Transport

The Greens (WA) believe that:

- current Western Australian planning and funding of transport infrastructure is unjustifiably biased in favour of private vehicle transport and road freight
- current transport policy and delivery has poor economic, environmental and social outcomes
- current fossil fuel-dependent modes of transport are a major contributor to pollution, including greenhouse gas emissions
- transport is not just about the provision of roads but about the provision of mobility for people and freight in ways that build and support communities
- Western Australia must plan for the global decline of cheap oil
- active transport, which includes walking, cycling, and public transport needs to be strongly encouraged and supported by the State Government

Aims

The Greens (WA) want:

- an efficient transport system which is environmentally sustainable and promotes resilient communities with a high level of transport choice and quality of life
- urban and regional planning that reduces the need for long distance freight transport in favour of local economic development
- a greater role for public transport, cycling and walking
- efficient rural and agricultural transport networks to secure transport in the food supply chain (see also The Greens (WA) [Agriculture](#) policy)
- the integration of road, rail and sea freight and a shift in the freight balance from road to rail and shipping where possible
- a 24 hour metropolitan public transport network that provides a safe, regular and convenient service
- commitment to preserving and investing in our freight grain rail network over road freight transport
- integrated transport planning and investment programs that support a shift to low-emission modes for passengers and freight

Measures

The Greens (WA) will initiate and support legislation and actions to:

- prioritise and adequately fund the expansion and improvement of the public transport system, including the rapid implementation of an urban light rail system in Perth
- introduce structural reforms to address the imbalance in power, funding and decision-making between Main Roads WA and other transport related agencies

- bring implementation of the Public Transport Plan forward so that an integrated network of light rail and bus rapid transit services is completed by 2030 at the latest
- increase rapid transit infrastructure and public transport services where the current network is most deficient
- transform the CBD-centric public transport system into a network that better connects Strategic Metropolitan Centres with improved east-west connectivity
- prioritise Transit Oriented Development (TOD) at rail stations and ensure better design and affordability of housing and commercial development at TODs
- ensure that the State Government retains control over basic rail infrastructure and the overall management of the public transport network
- facilitate the development of charging infrastructure to stimulate the rapidly expanded uptake of Electric Vehicles into the Western Australian transport system.
- adopt targets to shift our entire transport system from liquid fossil fuels to electrification, which can be powered by renewables (see also The Greens (WA) [Energy](#) policy)
- transition the Transperth and regional bus fleets to non-fossil fuel driven vehicles
- investigate the electrification of rail locomotives
- investigate options for improving the fuel-efficiency of the trucking fleet, or the replacement / retrofitting of the current diesel trucking fleet with electric drive vehicles
- complete the Perth Bicycle Network as a priority
- complete a vision for an integrated Bicycle Network for every significant regional community in Western Australia
- implement the Greens Bike Vision 2029, providing new education programs and infrastructure that provide safe routes to every school in Perth; and that safely connects people to train stations, shopping centres and employment hubs by bike
- fund cycling infrastructure and programs at three per cent of the State Transport Budget to meet the target to double the mode share (adopted by all governments in the National Cycling Strategy)
- introduce 'Safe Passing Distance' legislation that would require motorists to give a minimum one-metre distance to people on bikes when approaching and passing them. This distance would increase to 1.5 metres in roads zones with speeds above 60kmh
- urgently revise the Metropolitan Region Scheme in conjunction with the Department of Planning with the view to rationalising road reserves and urban freeways and bring forward a scheme that prioritises public transport and sustainable urban development
- investigate providing dedicated space on train carriages for bikes and ensure that bicycles can be carried on trains at all times of the day
- require transport impact studies for major developments, such as shopping centres, urban developments and education centres
- foster local strategic urban redevelopment initiatives to bring workplaces, commercial centres and public transport within walking and cycling range of residences

- re-organise rural grain bins with a view to reversing the trend for increasing dependence on road transport
- re-introduce a state shipping service to all deep water coastal ports as a road transport reduction measure
- require community and stakeholder participation in land use and transport planning
- introduce stricter noise and pollution standards for rail and truck fleets operating, in and around ports and intermodal terminals
- develop a long-term transport plan that aims to reduce vehicle emissions for a cleaner and safer environment
- prioritise freight rail investments and intermodal facilities to increase freight volumes on rail relative to road transport, including the re-establishment of rail systems to cart grain from country silos to ports
- oppose the road-based Perth Freight Link that wastes \$1.9 billion of taxpayers' money that would be better spent on fast tracking the rail connections and intermodal facilities for a new port in Cockburn Sound

Funding, taxes and charges

- tie stamp-duty relief and license fees to fuel efficiency for all vehicles
- replace existing charges for commercial and freight vehicles with mass and distance charges

Travelsmart

- revive the 'Travelsmart' program¹ and provide funding for other such behaviour change programs
- review all policies of government departments that run counter to these programs

(See also [the Australian Greens Sustainable Planning and Transport](#) policy)

Glossary

1. **Travelsmart** - was the Department of Transport's urban transport demand management initiative that worked with local government to replace short car trips by promoting cycling, walking and public transport. It used "dialogue marketing" in people's homes to discuss travel choices and habits, and ways to change

Transport policy ratified by The Greens (WA) in 2017