THE GREENS

WORLD CLASS PUBLIC TRANSPORT

Prioritise public transport projects, not toll roads, for clean, efficient, reliable services and to create jobs

For decades, dysfunctional Liberal and Labor governments have failed to plan ahead and meet the demands of our growing cities and regions. Rather than build public transport infrastructure to meet community need, our cities and transport options are being decided by corporations and big toll road companies, whose donations corrupt the policies of the major parties. It's the rest of us who are left to pay the bill, in the form of huge tolls, fines and gridlocked roads. Our plan prioritises clean, safe, affordable public and active transport. By ending toll road rorts, properly funding rail and bus services and giving walking and riding the legitimacy they deserve, we'll help people get where they're going quicker and make our towns and cities more livable.

THE GREENS WILL:

- Fund the public transport we need, by putting **an extra $25 billion into rail and bus services**

- **End the toll road rort,** by redirecting the $5.95 billion of existing funding for toll road projects into public transport

- Set up the Australia High Speed Rail Authority to **build the east coast high speed rail.**

- Allocate $250 million per year for infrastructure to **make cycling and walking safe and accessible**

AN EXTRA $25 BILLION FOR RAIL AND BUS SERVICES

Our cities are clogging up and becoming impossible to move around, and our outer suburbs and regional towns are stuck without the connections that people need. People have no choice but to travel by car, leading to traffic gridlock, skyrocketing carbon pollution and poor health from polluted air.

A government that is serious about building the 21st century infrastructure for our cities and regions must put money on the table for public transport projects to give us the accessible, affordable, clean and connected cities and regions that Australians deserve.

Yet funding for roads still makes up more than 4 in every 5 dollars of federal government transport investment.[1] This cannot continue. The Greens will introduce a dedicated public and active transport investment fund of $25 billion over the next decade.

Investment of this scale is needed to restore Commonwealth infrastructure spending back to its long term average,[2] and get critical public transport projects out of the planning stage and into construction.

REDIRECT $5.95 BILLION FROM TOLL ROAD PROJECTS TO PUBLIC TRANSPORT

Governments continue to bow to pressure from the powerful toll road lobby to fund costly toll road projects while our public transport networks remain massively underfunded. This is despite toll roads not working to unclog our cities.[3] We need to change the rules that direct how the federal government spends money on infrastructure.

By offloading the construction costs to private toll road companies, governments can pretend they are solving our congestion crisis, while the companies make a fortune out of future toll revenues and blight our cities with a tangled mess of concrete and destroy our rivers, creeks, parklands and homes.

The Federal government has billions allocated to private toll roads, including the $4.45 billion left on the table for zombie projects East West Link and Perth Freight Link and $1.5 billion for the disastrous North East Link. The Greens will redirect this money back into public transport.

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1 Australian Government, *Budget 2018-19: Budget Paper 3*, p 45

2 Infrastructure Partnerships Australia, Feds warm infrastructure narrative has not been met by cold hard cash, 8/5/18.

3 The Conversation, Do more roads really mean less congestion for commuters?, 13/4/15

FINALLY BUILD EAST COAST HIGH SPEED RAIL

It was in 1981 that the first model for high speed rail linking Australia's eastern mainland capital cities was proposed. We have waited long enough. Now is the time to bring the east coast high speed rail project to life.

High speed rail between Australia's eastern mainland cities would be a transformative project that will link up regional cities with our capitals and will be central to the shift to a clean economy. Building high speed rail would provide a sustainable alternative to domestic flights between Sydney, Melbourne, Canberra, Brisbane and connecting regional cities.

Rather than leaving the project to private developers, the Greens would build this project with public funds in the public interest. Whether it be the NBN, Inland Rail or the purchase of Snowy Hydro, we now have the financing and equity models that prove the Federal government can go it alone in funding large scale national infrastructure.

The Greens will set up the Australian High Speed Rail Authority and provide the first tranche of $1.6 billion in equity funding to cover the first four years of expenses to finally get High Speed Rail moving.

$250 MILLION PER YEAR TO MAKE CYCLING AND WALKING MORE ACCESSIBLE

Feeling unsafe while riding is the biggest reason people don't cycle, yet neither Labor nor Coalition governments have any vision for investing in the critical cycling and walking infrastructure which would give people the freedom to ride safely, cut pollution and help people lead healthier lives.

Investment in bikes and walking infrastructure is more cost effective than building roads and will give Australians the freedom to choose riding or walking as a safe, easy option and leave their car at home.

We cannot leave this to state and local governments alone. The current model leads to many areas simply missing out on this critical infrastructure due to lack of funds, inefficiencies, and projects ending at council borders.

The Greens will establish an Active Transport Fund worth $2.5 billion over the next ten years, to invest in cycling and walking infrastructure in Australia, including constructing and upgrading off-road paths and dedicated Copenhagen lanes.

By funding bike and walking infrastructure properly, the Greens plan will reduce pollution, unclog our roads, and encourage physical activity that makes us all healthier and happier.

Costings in this document are current as at November 18, 2018, and subject to change following the release of the Mid-Year Economic and Fiscal Outlook 2018–19.
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