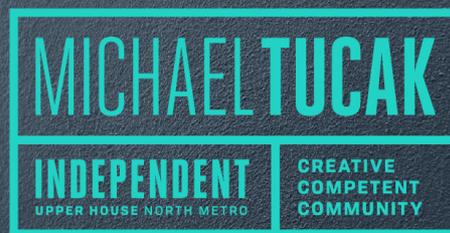


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MICHAEL TUCAK, INDEPENDENT CANDIDATE – TRANSPORT POLICY

My Transport Policy is based on the belief that whilst Perth has a strong public transport system it can be improved in scale and quality to directly benefit our city and state's future.

Better Public Transport and New Options Makes Perth Efficient and Connected

I have first-hand experience of Perth's public transport, having been an extremely heavy user of it for some time. I use it daily to commute between meetings, work and social events. I know how difficult and frustrating it can be at times, but also how helpful it is, giving us all a range of affordable and easy options to travel around the city. But, I do think it needs work.

A good public transport system not only allows us to live productive and connected lives, getting where we need to efficiently and safely, it also helps create a vibrant city, getting us into places to attend community events, arts & culture, socialise and discover our own city. A good public transit system also helps reduce car-based congestion and better uses our city's roads. It also encourages community, putting us in easy contact with each other day to day. I've seen what poor public transport can do, in creating isolation, frustration and alienation - particularly of young or marginalised people. We all benefit if we improve public transport.

For this reason, I believe we need to keep investing in our public transport infrastructure, by adding new routes or lines where possible, improving frequencies and inter-connections. Both major parties are promising different plans, and I will strongly support implementation of the plan by whichever party wins power, to ensure it occurs and is not an "empty promise".

However, I strongly believe that our public transport system can be more "user friendly", which in turn encourages more people to use it at different times of the day and for different purposes, not just commuting into the city and peak hours. The more users across the full system, the more financially viable it becomes and the more we can do to increase routes or frequencies. For example, increasing night trains from every half hour to every 20 minutes.

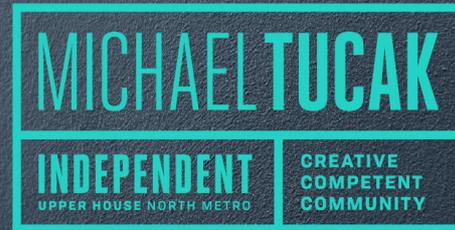
- 1. I will push for an improved "journey planner" app and digital timetable system, drawing on our technology and start-up talent, that gives a user quick or ready access to all nearest routes, a 'countdown timer' (especially when out at night), 'push' reminders for our most regularly used routes and "check-in" options to let a driver know you are on your way and don't miss an early bus by seconds.**

Further, we need to take better care of passengers before and after they are on a bus or a train. With often long wait times and rain and sun, we can easily make the public transport experience an enjoyable one, and not one where a user feels "left to fend for themselves". We have seen improvements for accessibility, we also need 'basics' for all transport users.

- 2. Therefore, I want to see our bus-stops and train platforms improved in simple, effective ways – more bus seats for those waiting, more bus shelters including in new suburbs, or trees planted to give shade. Ensuring good lighting near to bus stops not only helps drivers see passengers, but provides user safety.**



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With public transport use dropping as city-based employment has declined, we have seen drops in city-based public transport use. We also see lower public transport usage in suburban areas, which in part relates to routes largely based on a “hub and spoke” model.

I believe that in addition to new public transport infrastructure promises, and making a range of improvements to bus stops and train stations and inter-connectivity of services, we can provide other simple incentives to increase public transport use. With public transit now being a place where we can work, study and interact online, we need to make this better.

- 3. Therefore, I will push for the addition of free Wi-Fi, connected to Smartriders or included in purchased tickets, to all trains and all major and arterial bus routes, beginning in the CBD and inner city, to encourage users to take public transit. It is a simple solution that also allows us to be more productive and connected.**

Lastly, I believe we need to recognise that Perth has been and remains a “car city”, with road and pedestrian systems heavily favouring cars. With autonomous vehicles likely to be a reality in the next 5 years, our roads will be more efficient or smooth-flowing, giving up space for public transport and cycling. A focus on transit lanes and cycling has been successfully achieved in other cities such as Bogota, and we can do it here, particularly with our climate. We have begun a process of shared walking/cycling paths and shared bus/cycling lanes, but the key obstacle remains their inter-connectedness. We need to continue this work and see more shared paths or lanes properly connected across our city, catering for all cycling types.

- 4. Therefore, I will seek for the addition of more shared bus and cycling lanes in appropriate areas, and development of plans to extend these as autonomous vehicles ease pressures on our roads and free up more road space, to create a city-wide interconnected system of shared lanes and paths for us all to use. A continued push for better connected and safer shared cycle paths, and of ‘safe passing’ on roads in the meantime forms a complementary part of this policy.**

If elected to the Legislative Council, I will work hard, “creatively, constructively, with a community focus”, with whichever party forms government to achieve each of the above four policy positions. I strongly believe that proper investment in our public transport offers Perth and WA a very real opportunity to develop and grow a state where we all benefit and enjoy our lives, with confidence, diversity and resilience. It is an investment in all of our futures.

It is this “creative, constructive and community” approach that informs all my policies.

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