



UNCLASSIFIED

To	Minister for Planning
From	Director-General Deputy Director-General Executive Director, Strategic Planning
Subject	Transport for Canberra 2015 Report Card
Critical Date	In the normal course of business
Critical Reason	N/A

Purpose

1. That the Minister for Planning release the Transport for Canberra 2015 Report Card.

Background

2. Transport for Canberra was released in 2012 to provide a direction on transport planning in the ACT to 2031.
3. An action item in Transport for Canberra, Action Item 33, commits the ACT Government to an annual release of a report card to highlight the progress made on transport initiatives.
4. The first Transport for Canberra Report Card was released on 18 September 2014. The Report Card provided an update on the objectives and actions in Transport for Canberra and showed that there had been significant progress in all aspects.
5. Environment and Planning Directorate, in consultation with other Directorates, have since developed the 2015 Report Card covering the period from July 2014 to September 2015 (**Attachment A**).

Issues

6. The 2015 Report Card highlights the transport initiatives that are underway and have been achieved against 7 objectives and 34 action areas.

Objectives Achieved

7. Three objectives have been achieved including: *increasing the population living within a rapid transit corridor; investment in a transport system that supports the efficient and reliable movement of people and goods; and annual ACT fatalities below the national average.*
8. The Report Card illustrates that the percentage of the ACT population residing within 750 metres of a rapid transit corridor has increased from 23.8% to 24.2% between 2012 and 2014.
9. The Government has invested over \$495 million in significant transport infrastructure since 2012/13. This satisfies the objective of investing in a transport system that improves

Performance Assessment

DUE DATE:/...../..... DATE RECEIVED:...../...../.....

 SATISFACTORY

 UNSATISFACTORY

According to criteria specified in ACT Government Policy Performance Measures

Signature / .../....

efficiency and reliability. The key investments highlighted in the Report Card include the duplication of Ashley Drive from Erindale Drive to Ellerston Avenue, upgrades to Gungahlin Drive, Horse Park Drive and road improvements in the Gungahlin town centre.

10. Further, the Report Card highlights the ACT Government's achievement in maintaining a lower road fatality rate than the national average. In 2014, the national average road fatalities were 4.9 per 100,000 population while the ACT average was 2.6 deaths per 100,000.

Objectives on track to be achieved

11. Three objectives are on track to be achieved *including: achieving 80% compliance with Disability Standards of Accessible Public Transport 2002 for buses and bus stops; reducing ACT transport emissions by 138,000 tonnes by 2020; and increasing cycle and walking trips.*
12. The Report Card highlights the continuing work underway to achieve 80% compliance with the Disability Standards for busses and bus stops. Particularly, funding in the 2012/13 and 2013/14 capital works budgets has been allocated to progress works, including upgrades to bus shelters and bus fleet replacement in addition to the flexible bus service and annual nightrider bus service that is currently in operation.
13. Between 2011 and 2013, the national average for carbon dioxide emissions for new passenger and light commercial vehicles dropped by 7.8%. The national trend is also reflected in the ACT where there has been growth in smaller and more fuel efficient vehicles and a reduction in larger vehicle sales. Significant progress has been made by the Government to encourage more sustainable and fuel efficient vehicles.
14. The Report Card also highlights the ACT's cycling participation rate of 45% which is higher than the national average of 36%. The Government has also developed the Active Travel Framework to further encourage walking and cycling.

Objective that needs improvement

15. Similar to 2014, one objective has been identified as requiring improvement. This objective is related to *increasing journey to work trips for walking to 6.5%, cycling to 6% and public transport for 10.5% by 2016.*
16. Although reported as requiring improvement, the ACT has made progress in investing in sustainable transport initiatives such as Capital Metro light rail planning and design, Network 14 bus network improvements and walking and cycling infrastructure.

Financial Implications

17. Not applicable.

Directorate Consultation

18. Collaboration has been undertaken internally within the Environment and Planning Directorate with Strategic Planning Division and the Sustainability and Climate Change Division.

External Consultation

19. The Report Card was prepared in collaboration with Territory and Municipal Services, Justice and Community Safety Directorate, Roads ACT, ACTION, Education and Training

Directorate, ACT Health and Chief Minister, Treasury and Economic Development Directorate.

Benefits/Sensitivities

20. Three objectives (accessibility and socially inclusive, mode share and active travel) in the 2015 Report Card contains data that has not been updated from the 2014 Report Card. This is due to the fact that data within these categories are not readily available. However, the Report Card qualitatively highlights the progress the Government has made in meeting those objectives.
21. The Public Transport Frequent Network Audit was released on 8 October 2015 and provided the following recommendation regarding Transport for Canberra Report Card:
 - *Environment and Planning Directorate should improve reporting on the implementation of Transport for Canberra, in the annual Transport for Canberra Report Card by:*
 - a) *using the measures and targets identified in the Transport for Canberra Monitoring and Reporting Framework;*
 - b) *developing the necessary baselines, measures and systems so that the required data can be collected, recorded and analysed; and*
 - c) *all summary comments on progress being accurate, and including information that justifies claims of 'On track to be achieved'; and specifying what 'needs improvement'.*
22. Given the lack of data to sufficiently satisfy the above recommendation, it is proposed that that the 2015 Report Card proceed as per **Attachment A**.

Media Implications

23. The Transport for Canberra Report Card will be published on the Environment and Planning Directorate public website similar to the 2014 Report Card.

Recommendation

That the Minister for Planning:

- notes the contents of this brief;

NOTED/PLEASE DISCUSS

- agrees to the release of the Transport for Canberra 2015 Report Card provided at **Attachment A** at a time to be determined by the Minister for Planning;

AGREED/NOTED/PLEASE DISCUSS

Mick Gentleman MLA /.../....

Minister's Comments

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ACT
Government

Environment and Planning

~~Canberra 2015 Report Card~~ ~~Transport for Canberra Report Card~~ ~~September 2015~~

TRANSPORT FOR CANBERRA REPORT CARD

SEPTEMBER 2015

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Minister's foreword

A better transport network is integral to realising the potential for economic growth and diversification, urban renewal and enhancing liveability and social inclusion in the ACT.

The Government's signature transport policy and action plan, Transport for Canberra, was released in 2012 with the aim of creating a more efficient and sustainable transport system that puts people first.

The 2015 Transport for Canberra Report Card highlights significant progress that has been made in implementing the objectives of Transport for Canberra including:

- \$90 million allocated to new roads and road infrastructure in the 2015–16 ACT Budget
- construction of the Majura Parkway
- establishment of the Active Travel Office and a \$23 million investment to fund an improved network of bike paths and footpaths
- continuing progress on the Light Rail Master Plan, which is investigating and identifying a potential future Canberra light rail network and guiding government's decision making about future investment in extensions to Capital Metro light rail
- increased bus services with the launch of Network 14 in 2014 and significant improvements to daily bus trips, including the Parliamentary Triangle
- introducing a suite of transport policies as part of Building an Integrated Transport Network, including the Active Travel Framework, ~~and~~ Parking Action Plan ~~and~~ Freight Strategy
- achieving the highest participation rate of active travel among the major Australian cities.

The implementation of Transport for Canberra will continue as we aim to create a transport system that makes our city a better place to live, work and play in, and that is socially inclusive and environmentally sustainable.

Mick Gentleman MLA
Minister for Planning
~~September-October~~ 2015



Executive summary

Transport for Canberra is the ACT Government's foundation for transport planning in the ACT to 2031. It outlines the government's actions and progress on public transport, parking, vehicle movement and active travel (walking and cycling) to achieve transport mode share targets.

A key action from Transport for Canberra is the release of an annual report card highlighting progress the government has made on transport initiatives. This report card covers the period from July 2014 to September 2015 and also highlights progress made on key initiatives since the introduction of Transport for Canberra.

The 2015 Transport for Canberra Report Card illustrates progress against the following principles of Transport for Canberra:

- Integrated with land use planning
- Makes active travel like walking and cycling the easy way to get around
- Provides sustainable travel options and reduces transport emissions
- Safe for moving people however they get around
- Accessible for everybody whatever their level of mobility at any time or place
- Efficient and cost effective, providing value for money for the government, business and the community by managing travel demand across the whole transport system.

The report card also provides an update on the initiatives completed or underway in 34 actions that are required to implement Transport for Canberra. Transport for Canberra is a whole-of-government responsibility and is monitored by an interdirectorates committee comprising relevant ACT Government directorates with transport responsibilities.

Figure 1: Transport for Canberra principles





Summary of Transport for Canberra progress

The following table highlights the performance of the Government in achieving the objectives of Transport for Canberra. An assessment rating for each objective is provided to indicate whether it has been achieved, is on track to be achieved or still requires further improvement.

- ◆◆◆◆ Objective achieved
- ◆◆◆ Objective on track to be achieved
- ◆◆ Objective needs improvement

Principle	Objective	Assessment	Comment
Integrated with land use planning	Increase the population living within a 10 minute walk of a rapid public transport corridor	◆◆◆◆ Achieved	In 2014, 24.2% of ACT residents lived within 750 metres (10 minutes walk) of the blue or red rapid transport corridors. This is an increase from 23.8% in 2012. The increased urban development along these corridors is expected to lead to an increase in population within these catchments which will achieve greater economic and environmental goals.
Efficient and cost effective	Efficient and reliable movement of people and goods	◆◆◆◆ Achieved	Between 2012–13 and 2014–15, the government has invested over \$495 million in significant infrastructure to support transport reliability and improve the efficiency of the transport system. In the 2015–16 ACT Budget, more than \$90 million was allocated to new roads and road infrastructure in addition to the ongoing road resealing and maintenance program. Key projects include the duplication of Ashley Drive from Erindale Drive to Ellerston Avenue, upgrades to Gungahlin Drive, Horse Park Drive and road improvements in the Gungahlin town centre.
Accessible and socially inclusive	By 2017, achieve 80% compliance with Disability Standards for Accessible Public Transport 2002 (DDA) for buses and bus stops	◆◆◆ On track to be achieved	Funding in the 2012–13 and 2013–14 capital works budgets has been allocated to progress works, including bus shelter upgrades and bus fleet replacement to ensure progress towards the 2017 disability standards target. The ACT Government is also progressing with the Age-Friendly Suburbs initiative, which is designed to deliver improved active travel connectivity within residential suburbs including connections to public transport and key destinations.
Safe	Annual ACT fatalities are	◆◆◆◆ Achieved	In 2014, the ACT average road fatality rate was 2.6 per 100,000 population compared to the national



	below the national average		<p>average of 4.9 deaths per 100,000.</p> <p>The Road Safety Action Plan 2015–2018 is currently in development and focuses on vulnerable road users. A number of initiatives have been implemented including the motorcycle lane filtering trial and the Same Rights, Same Rules road safety awareness campaign for bicycle riders.</p>
Mode share for journey to work	By 2016, increase journey to work trips for walking to 6.5%, cycling to 6% and public transport to 10.5%	◆◆ Needs improvement	<p>In 2011 the ACT's journey to work mode share was: walking (4.9%), cycling (2.8%) and public transport (7.8%). There has been an increase in the total number of sustainable trips between 2006 and 2011.</p> <p>To encourage car users to use public transport, the ACT Government has provided 19 Park and Ride facilities across Canberra. Recent survey findings suggested that, on average, the facilities have a 50% utilisation rate. Other investments have included Capital Metro light rail planning and design, public transport network improvements such as Network 14 and NXTBUS, and walking and cycling infrastructure improvements.</p>
Sustainable	By 2020, reduce ACT transport emissions by 138,000 tonnes	◆◆◆ On track to be achieved	<p>Between 2011 and 2013, the national average for carbon dioxide emissions for new passenger and light commercial vehicles dropped by 7.8%.</p> <p>The national trend is also reflected in the ACT where there has been growth in smaller and more fuel-efficient vehicles and a reduction in larger vehicle sales. In 2012, ACT's average fuel consumption was 9.82 litres per 100 km compared to the national average of 13.7 litres per 100 km.</p>
Active travel	Increase cycle and walking trips	◆◆◆ On track to be achieved	<p>The cycling participation rate by residents of the ACT is approximately 45%, which is higher than the national average of 36%. Further, around 77% of households in the ACT have access to at least one working bicycle.</p> <p>Between 2012 and 2014, there was a 46% increase in the number of people walking and cycling into and out of the five major town centres. The Active Travel Framework was released in May 2015 and outlines how the ACT Government can better integrate planning and delivery of active travel initiatives to further encourage and support walking and cycling.</p>



Integrated with land use

OBJECTIVE: Increase the population living within 750 metres (10 minute walk) of a rapid public transport corridor

◆◆◆◆ Achieved

Objective	ACT population within walkable catchment (2012) ¹	ACT population within walkable catchment (2014) ²
Walkable catchment of 750 metres	23.8%	24.2%

A key principle of Transport for Canberra and the ACT Planning Strategy is the integration of transport planning with land use planning. The ACT Government is continuing to support this initiative by encouraging new developments along key transport corridors.

The rapid bus routes in the ACT have continued to support an increasing population. There are currently two rapid routes in Canberra including Red Rapid and Blue Rapid. These services have frequencies of 15 minutes or better all day and evening and have a typical walkable catchment area of 750 metres and up to 1 kilometre in particular areas.

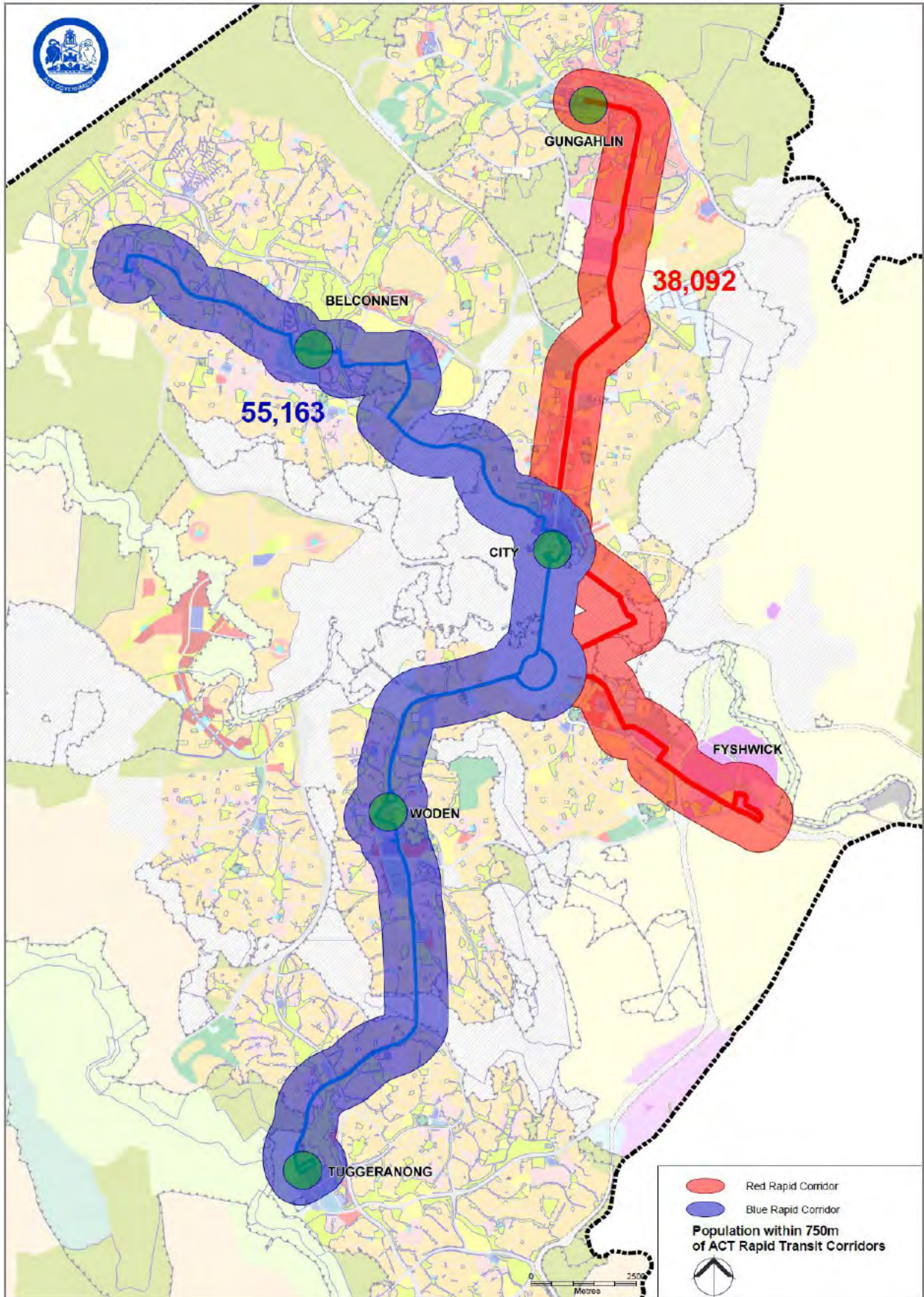
In 2012, 23.8% of the ACT population lived within 750 metres of the blue or red rapid transport corridors. This has increased to 24.2% in 2014 with the largest population growth experienced in Harrison (33%) and Franklin (17%) on the Red Rapid corridor and Belconnen (17%) on the Blue Rapid corridor.

In 2015, the evening Blue Rapid service was extended through the Tuggeranong bus interchange to Lanyon, which eliminated the requirement for passengers to make a connection.

The ACT Government will continue to establish permanent public transport corridors with 15 minute or better frequency for people travelling to their destinations. It is expected that the increased development along these corridors will lead to an increase in population within these catchments which will achieve greater economic and environmental goals. The Government is leveraging investments in major transport corridors to deliver urban renewal that will create better shopping centres, walking and cycling connections and community spaces.



Figure 2: Population living within 750 metres of ACT Rapid Transit Corridors





Efficient and cost effective

OBJECTIVE: Invest in a transport system that supports the efficient and reliable movement of people and goods across the network

◆◆◆◆ Achieved

Objective	2012–13	2014–15
Efficient and reliable movement of people and goods	\$150 million	\$149 million

The ACT Government is investing in a more efficient and reliable transport system that improves the movement of people and goods across Canberra.

Between 2012–13 and 2014–15, the government has invested over \$495 million in significant infrastructure to support transport reliability and improve the efficiency of the transport system. The total investment in capital works for 2014–15 was \$149 million in addition to more than \$50 million spent on maintenance of our transport infrastructure.

In the 2015–16 ACT Budget, more than \$90 million was allocated to new roads and road infrastructure in addition to the ongoing road resealing and maintenance program. Key projects include the duplication of Ashley Drive from Erindale Drive to Ellerston Avenue, upgrades to Gungahlin Drive, Horse Park Drive and road improvements in the Gungahlin town centre.

[The upgrade to Erindale Bus Station also commended in 2015. This upgrade includes improvement to bus parking, shelter and seating and compliments the improvements to bus timetables that were introduced in May 2015.](#)

The Majura Parkway northbound lane between Fairbairn Avenue and the Federal Highway was opened to traffic in May 2015. This project, jointly funded by the ACT and Australian governments, creates a bypass of freight traffic passing through the Canberra region and reinforces the role of an orbital road network in separating trucks from general traffic and public transport corridors.

Building an Integrated Transport Network – Freight (the Freight Strategy) ~~is currently under consideration by Cabinet and is expected to be~~ released in October 2015. The Freight Strategy provides a strategic framework to manage the ACT freight task and achieve a safer and more efficient transport network for passengers and freight. The strategy is part of the ACT Government’s complementary approach to building an integrated transport network that supports the government’s broader economic and social objectives.

As part of the Freight Strategy, the government ~~is finalising~~ has finalised the key freight routes in the ACT. These routes identify the areas where nationally significant freight traffic should be encouraged to safeguard the timely and efficient delivery of goods and services to the community.

Progress has also been made on utilising more efficient transport modes to support the growth in freight demand. In March 2015, the ACT Government and the NSW Government agreed to a two-year trial for the transportation of scrap metal from Kingston Rail Yard to Port Botany in Sydney. A weekly train service will transport 50 shipping containers of recycled metal direct to Port Botany and remove five B-double trucks off ACT roads daily.



The ACT Government is committed to a rolling release of commercial and industrial land in freight transport hubs such as Hume. The area of ACT industrial land sold in 2014–15 was approximately 38,000 m², nearly 18,000 m² higher than 2013–14³. The increase in industrial land sales is facilitating the growth in freight activity in the ACT.

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Accessible and socially inclusive

OBJECTIVE: By 2017, achieve 80% compliance with the Disability Standards for Accessible Public Transport 2002 for buses and bus stops

◆◆◆ On track to be achieved

Objective	Base 2012 (Target)	2012-2015 (Target and actual)	2017 (Target)	2022 (Target)
Buses	55%	55 68%*	80%	100%
Bus stops	55%	55 61%*	90%	100%

**Updated data is not available for the 2015 Report Card*

Transport is vital to creating a connected, inclusive and liveable community. Transport for Canberra supports the initiative to enable people with disabilities to participate in social, health, education, employment and recreation activities by providing an accessible public transport network.

The Commonwealth Disability Discrimination Act⁴ establishes targets for compliance with disability standards for accessible buses and bus stops that the ACT Government is committed to achieving:

- 55% compliance with Disability Standards for Accessible Public Transport 2002 for buses and bus stops by December 2012
- 80% compliance with Disability Standards for Accessible Public Transport 2002 for buses and 90% compliance for bus stops by December 2017
- 100% compliance with Disability Standards for Accessible Public Transport 2002 for buses and bus stops by December 2022.

Performance against these targets is determined by reaching the 2012, 2017 and 2022 targets in those years and making progress towards these targets in the interim years.

Funding in the 2012–13 and 2013–14 capital works budgets was allocated to progress works, including bus shelter upgrades and bus fleet replacement to ensure progress towards the 2017 targets. In the 2015–16 ACT Budget, \$760,000 was allocated for the continuation of the Flexible Bus Service and the annual Nightrider bus service.

The operations of the Flexible Bus Service have seen over ~~9000~~11,000 passenger movements of elderly, disabled and Aboriginal and Torres Strait Islander passengers who lack access to regular passenger transport services. The Government is also continuing to fund the Indigenous Community Transport program which recently employed an Indigenous Trainee to support the operations of the service.

The ACT Government is also progressing with the Age-Friendly Suburbs initiative, which is designed to deliver improved active travel connectivity within residential suburbs including connections to public transport and key destinations. Improvements have been identified on community paths through open space, on footpaths and at crossings. It is expected that improvements designed for older residents will benefit all active travel users. Suburbs have been selected for the program based on current and expected demographic profiles. Ainslie and Weston were selected as pilot locations in 2014–15 with total funding of \$500,000 allocated over a two-year program. Kaleen and Monash were added to the Age-Friendly Suburbs program in 2015–16 with \$500,000 over a two-year program.



Safe

OBJECTIVE: Annual ACT fatalities are below the national average

◆◆◆◆ Achieved

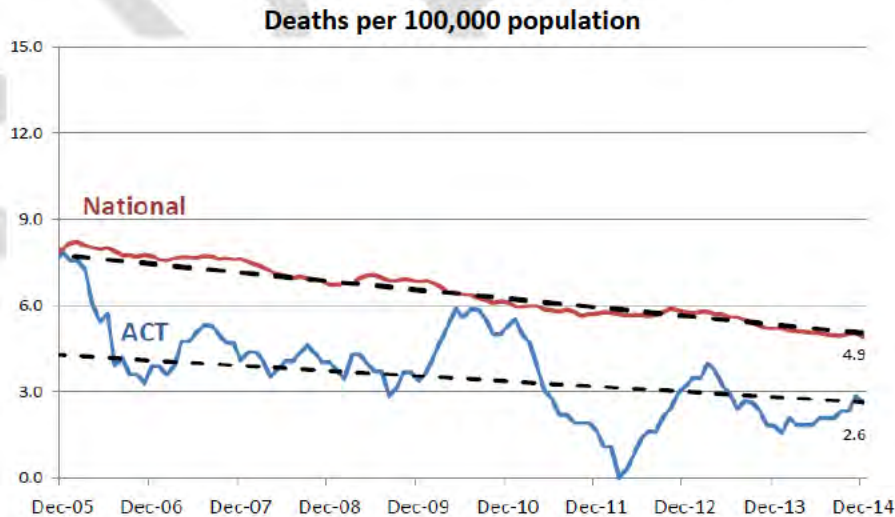
Objective	ACT	National
Number of deaths per 100,000	2.6	4.9

The ACT Government is continuing its commitment to reducing annual fatalities and improving the safety of our roads for all transport users. The ACT Road Safety Strategy 2011–2020 provides a whole-of-government approach to address road safety. The strategy’s primary goals are to: contribute to a minimum reduction of 30% in the number of fatalities and serious injuries by 2020; develop an ACT community that shares responsibility for road safety; and to develop an approach that involves all stakeholders working together to improve road safety.

In 2014, the ACT maintained a lower number of road fatalities per capital than the national average with 2.6 fatalities per 100,000 population compared with 4.9 road fatalities per 100,000 people nationally (Figure 3)⁵. Since 2005, the ACT has reduced the fatality rate by 5.3 persons per 100,000 and this is the largest reduction among all Australian states and territories over this period.

The ACT recorded 7782 ‘on-road’ traffic crashes in 2014 which involved 15,115 vehicles and resulted in 829 casualties, including 10 fatalities.

Figure 3: Annual road crash rates 2005–2014, national and ACT



The ACT Road Safety Strategy 2011–2020 and ACT Road Safety Action Plan 2015 – 2018 aim to achieve no deaths or serious injuries as a result of the road transport system. The Action Plan is currently being developed and includes a focus on vulnerable road users in order to reduce road trauma and improve safety to encourage greater active transport participation.

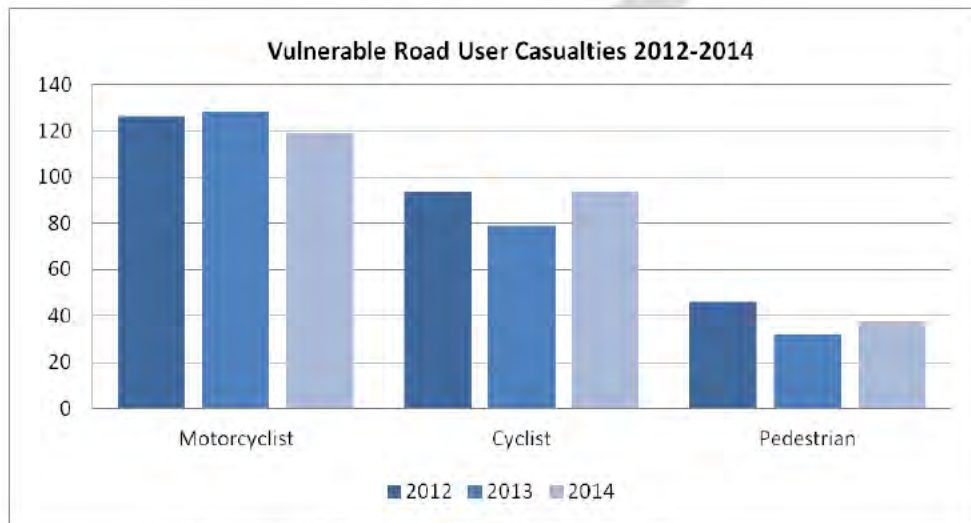
In 2014, four fatalities and 247 injuries involved vulnerable road users such as cyclists, pedestrians and motorcyclists⁶. These represent 40% of all road-related fatalities and 30% of all injuries. The ACT



Government is committed to improving road safety for vulnerable users including reduced speed limits in areas of high cyclist and pedestrian activity, road safety awareness campaigns and the continued implementation of on-road cycle lanes.

The Justice and Community Services Directorate (JACS) undertook consultation with key road user groups to develop the government’s response to the Standing Committee on Planning, Environment and Territory and Municipal Services report on the Inquiry into Vulnerable Road Users. JACS have progressed a number of recommendations agreed by government including: commencement of the motorcycle lane filtering trial; the Same Rights, Same Rules road safety awareness campaign about bicycles sharing the road; and establishing and working with a reference group to progress a range of cycling reforms.

Figure 4 - Vulnerable Road User Casualties 2012–2014





Mode share for journey to work

OBJECTIVE: By 2016, increase journey to work trips for walking to 6.5%, cycling to 6% and public transport to 10.5%

◆◆ Needs improvement

Objective	2011 Target ⁷	2011 Actual ⁸	2016 Target	2026 Target
Public Transport	9.0%	7.8%*	10.5%	16%
Cycling	5.0%	2.8%*	6.0%	7%
Walking	6.0%	4.9%*	6.5%	7%
Total	20%	15.5%*	23%	30%

*Updated data is not available for the 2015 Report Card

Growth in sustainable transport trips between 2006 Census and 2011 Census

Mode	Increase in 2011 Census journey to work trips compared to 2006 Census	% Increase
Public transport	1,380	12%
Cycling	910	24%
Walking	735	10%

The ACT Government has a target of achieving a sustainable transport mode share target of 23% by 2016 and 30% by 2026. Meeting these mode share targets will assist in achieving a variety of positive outcomes, including reducing transport emissions, improving road safety, reducing congestion and improving physical activity. Mode share is measured from journey to work data from the Australian Bureau of Statistics Census which is updated every five years; the next update is due to be released in 2016.

In 2011 the ACT’s journey to work mode share for sustainable transport was: walking (4.9%), cycling (2.8%) and public transport (7.8%). There has been an increase in the total number of sustainable trips between 2006 and 2011.

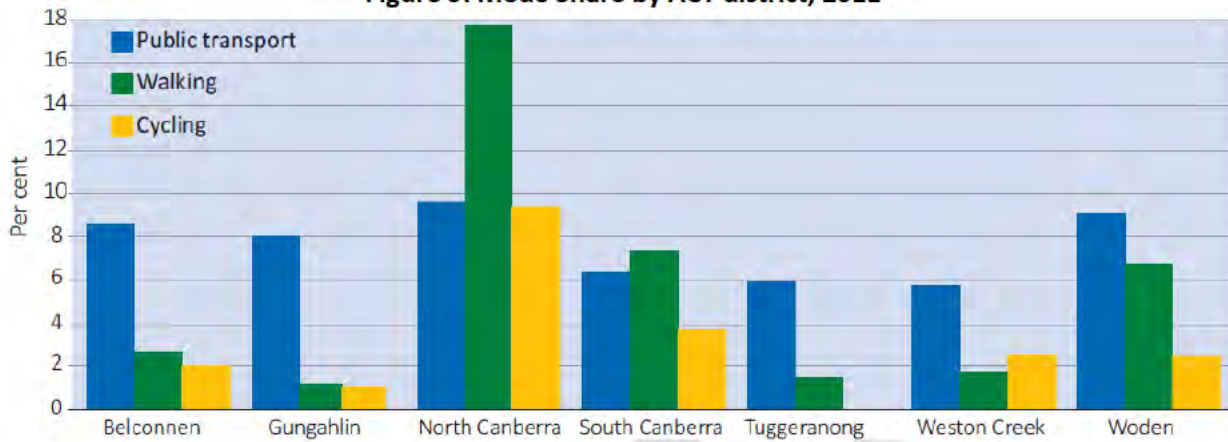
The ACT Government has invested in sustainable transport initiatives including Capital Metro light rail planning and design, public transport network improvements such as Network 14 and NXTBUS, and walking and cycling infrastructure improvements.

To encourage car users to use public transport, the ACT Government has provided 19 Park and Ride facilities across Canberra. Of the total 1072 park and ride spaces, the majority (67%) do not require permit to access the facilities and some spaces are allocated for people with disability. Recent survey findings suggested that, on average, the facilities have a 50% utilisation rate. The outcomes of the survey will inform the broader analyses and evaluation of Park and Ride provision in the ACT such as parking occupancy profiles and catchment areas. These will be used to assist with future public transport service planning, infrastructure planning and master plan development.

The 2011 journey to work data illustrates that districts with a higher proportion of employment in the ACT tends to have a higher proportion of journeys to work by sustainable transport. North Canberra has the highest proportion of public transport, walking and cycling in the ACT.



Figure 5: Mode Share by ACT district, 2011



The ACT Government has invested in the ACTION bus network in Canberra. In September 2014, Network 14 was launched to enhance the frequency and alignment of weekday and weekend bus routes. Network 14 added 10% more bus trips to the weekday timetable, 18% more trips on Saturday and 31% more on Sunday⁹.

Route 250 was also established as part of Network 14 to improve the connection between Belconnen and Gungahlin town centres. This generated up to 45 per cent of additional trips between the two centres.

In 2014–15 over 17 million passenger journeys were made on ACTION buses. There were significant improvements through the Parliamentary Triangle with an 18% increase in services including two new dedicated morning peak services from Woden and services from Gungahlin.

Erindale Bus interchange information

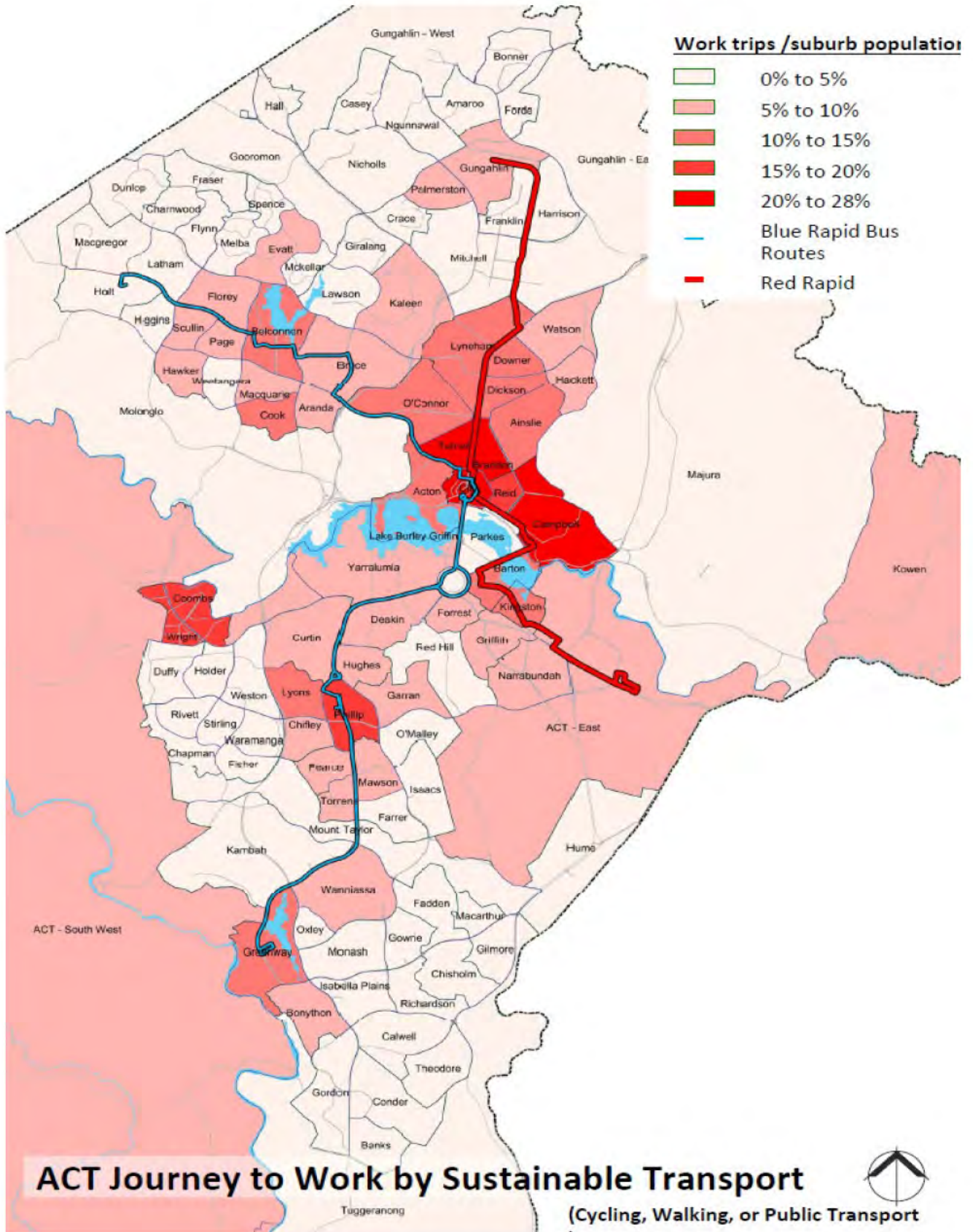
The ACT Government also released an updated bus timetable in May 2015 to further improve the scheduling of buses to depart more evenly at destinations. At Erindale Centre, this has resulted in the maximum wait times reduce from 22 to 12 minutes.

Growth corridors

Further, feeder bus services and Park and Ride facilities are expanding the reach of the Blue and Red rapid bus corridors. Most sustainable transport users live near or along these corridors including Gungahlin, Palmerston, Turner, Braddon, Phillip and Greenway among others (Figure 6).



Figure 6: ACT Journey to Work by Sustainable Transport, 2011





Sustainable

OBJECTIVE: By 2020, reduce ACT transport emissions by 138,000 tonnes

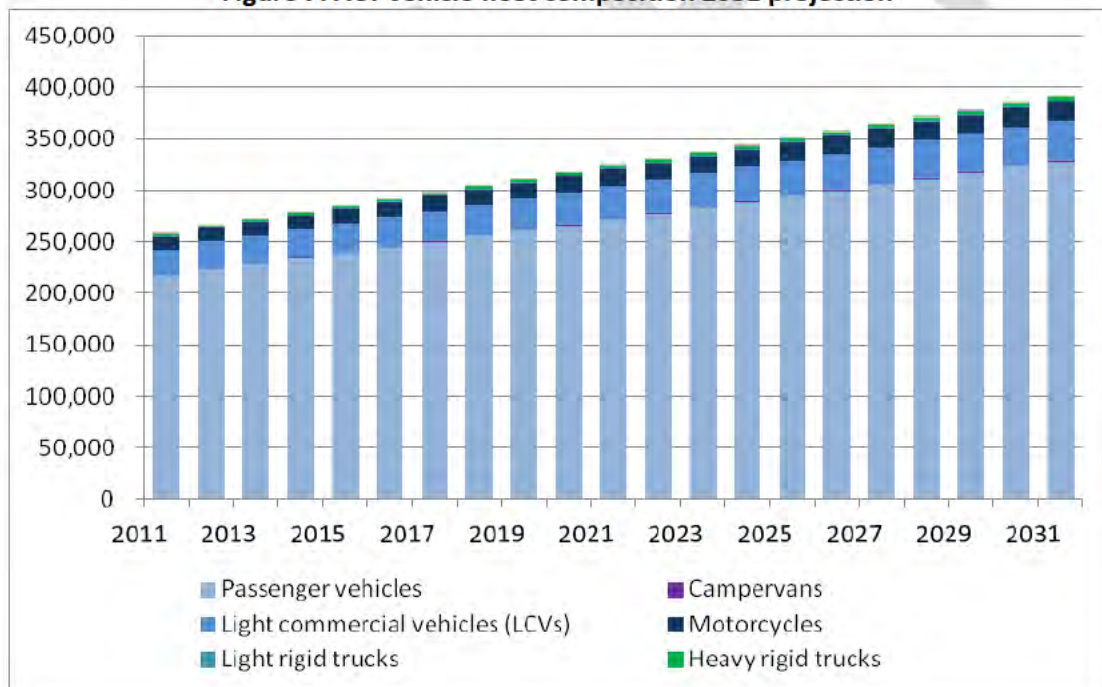
◆◆◆ On track to be achieved

Objective	Base (1990–2013)	2013–14
Transport emissions reduction	30% increase ¹⁰	2.8% decrease ¹¹

The ACT Government continues to address the challenges of climate change. Three key targets include: 40% reduction of 1990 emission levels by 2020; 80% reduction of 1990 emission levels by 2050; and zero net greenhouse gas emissions by 2060¹².

The transport sector currently comprises 25% of the total greenhouse gas emissions in the ACT, second only to stationary energy including electricity and gas¹³. Light vehicles account for almost 88% of the total ACT road transport emissions with heavy vehicles contributing around 12%. The size of the ACT vehicle fleet is projected to grow as population increases, with approximately 480,000 vehicles anticipated by 2031.

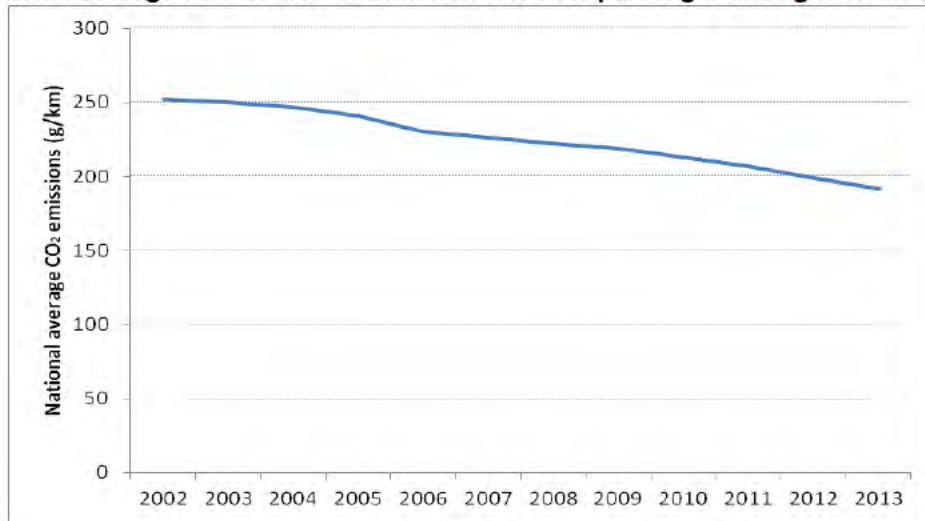
Figure 7: ACT vehicle fleet composition 2031 projection



Between 2011 and 2013, the national average for carbon dioxide emissions for new passenger and light commercial vehicles dropped by 7.8%¹⁴. The national trend is also reflected in the ACT where there has been growth in smaller and more fuel-efficient vehicles and a reduction in larger vehicle sales. In 2012, the ACT’s average fuel consumption was 9.82 litres per 100km compared to the national average of 13.7 litres per 100km.



Figure 8: National average carbon dioxide emissions for new passenger and light commercial vehicles



Between 1990 and 2013, transport emissions grew by 30% in the ACT but from 2013 to 2014, emissions declined by 2.8%. While this shows change is occurring, further action is required to meet the legislated 40% reduction in greenhouse gas emissions from 1990 levels by 2020 and carbon neutrality by 2060.

Significant progress has been made by the ACT Government to encourage more sustainable and efficient vehicles in the ACT in order to reduce greenhouse gas emissions. The Government is currently preparing a Low Emission Vehicle Strategy that outlines directions and actions to guide government, business and industry on the approach to reduce emissions generated by transport through the ACT vehicle fleet.

In June 2015, the ACT Government introduced the Vehicle Emission Reduction Scheme to reduce emissions through incentives for the purchase of low emission light vehicles. Together with the discount in registration fees for electric and gas vehicles, these financial incentives encourage the purchase of low emission vehicles over conventional vehicles. The implementation of Transport for Canberra and the Low Emission Vehicle Strategy are estimated to provide a cumulative fuel cost saving of \$395 million¹⁵.



Active travel

OBJECTIVE Increase cycle and walking trips

◆◆◆ On track to be achieved

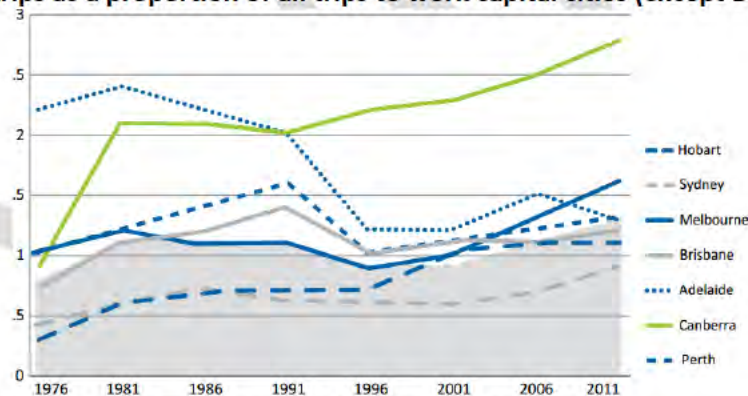
Objective	Base	Progress since 2011
Cycle volumes	18,942 (2011)	23,278 (2012)*
Walking mode share	4.9% (2011 Census)	6.5% (2011 target)*

*Updated data is not available for the 2015 Report Card

An important initiative of the ACT Government is increasing the proportion of people walking or cycling and improving the safety and convenience of these travel choices across Canberra. Active travel (walking and cycling) is a healthy form of travel that uses less energy and fewer financial and material resources than car-based travel. The benefits include reduced traffic congestion, individual health and wellbeing, neighbourhood interaction, social cohesion and reduced environmental degradation.

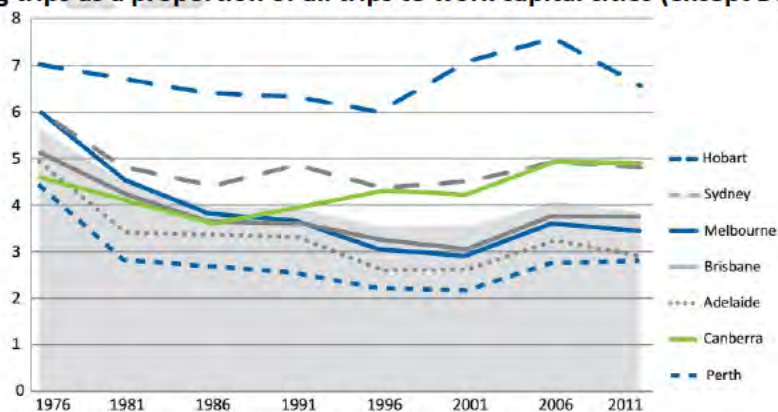
A new Active Travel Office has been established to oversee the implementation of new infrastructure and improvements to walking and cycling networks. The ACT has one of the highest participation rates of active travel among major Australian cities. This demonstrates the potential for Canberra to lead the nation in active travel. The ACT has the highest rate of cycling trips to work (Figure 9) and the second highest rate of walking trips to work (Figure 10) among Australian capital cities.

Figure 9: Cycling trips as a proportion of all trips to work capital cities (except Darwin), 1976–2011



Source: State of Australian Cities, 2013

Figure 10: Walking trips as a proportion of all trips to work capital cities (except Darwin), 1976–2011

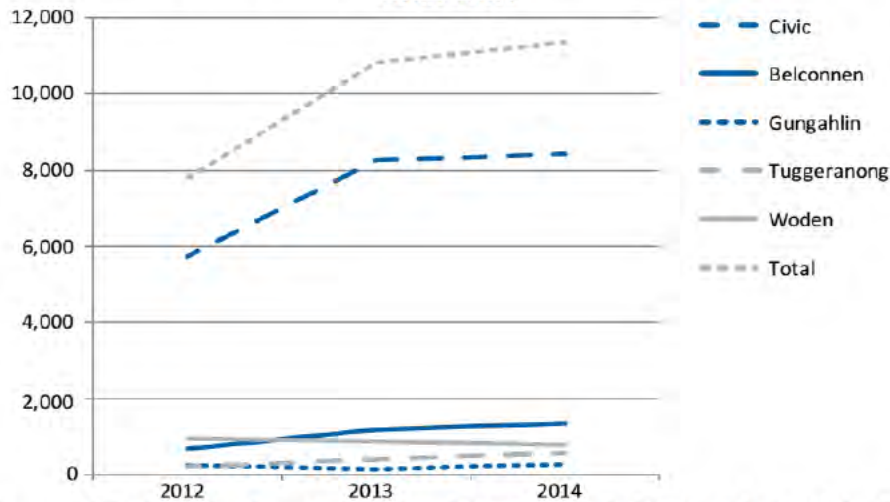


Source: State of Australian Cities, 2013



Between 2011 and 2012, average weekday cycle volumes across the ACT increased by 23%¹⁶. Comparative data for later years are currently not available; neither is data for walking. However, data is available for walking and cycling volumes into and out of the five major town centres (City, Belconnen, Gungahlin, Tuggeranong and Woden). Between 2012 and 2014, there was a 46% increase in the number of people walking and cycling (Figure 11). The highest numbers were recorded in the City, with more than 8400 counts across a typical week.

Figure 11: Number of people walking, cycling or riding into and out of the five town centres in the ACT, 2012–2014



Source: Pedal Power ACT, 2014, Cordon counts of walking and cycling into and out of the five town centres in the ACT

A recent National Cycling Survey found the cycling participation rate by residents of the ACT in 2014–15 was approximately 45%, which is higher than the national average of 36% (Figure 12). Further, around 77% of households in the ACT have access to at least one working bicycle (Figure 13).

Figure 12: Cycling participation rate

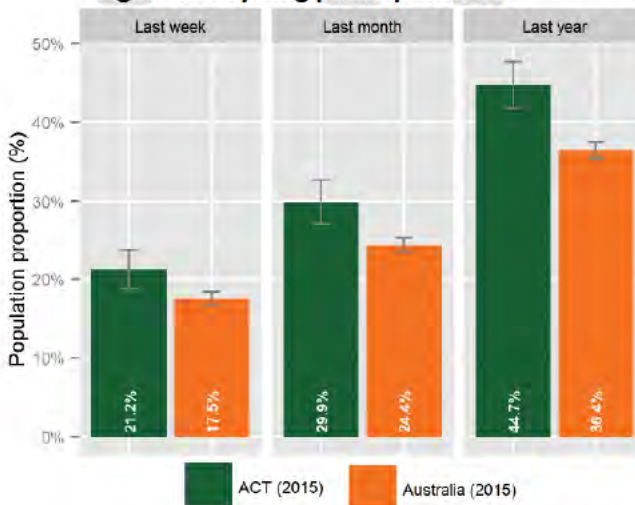
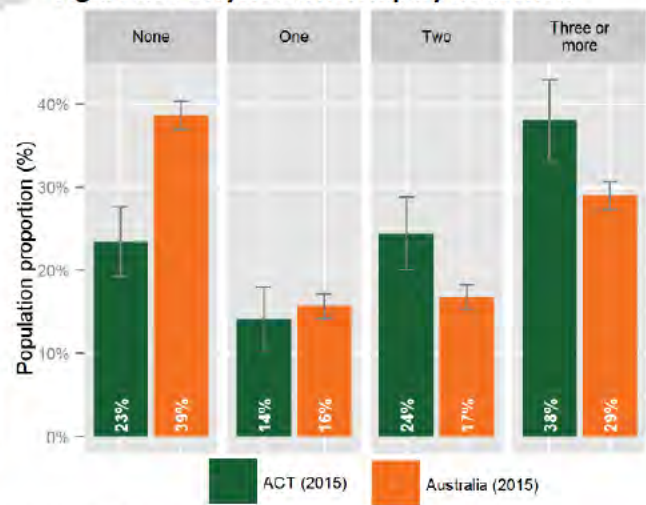


Figure 13: Bicycle ownership by household



Source: National Cycling Participation Survey, ACT 2015

The ACT Government aims to deliver cycling and walking infrastructure that is safe, well lit and sign posted, offering direct and convenient routes to destinations and integrated with public transport.



In the 2015–16 Budget, the ACT Government allocated over \$23 million for active travel infrastructure improvements. This includes new initiatives such as drinking fountains, bike rack upgrades including on ACTION buses, residential street improvements and the ACT Active Living Program. This highlights the commitment of the ACT Government to increase the proportion of people walking, cycling and riding for transport and recreation.

The Building an Integrated Transport Network—Active Travel (Active Travel Framework) was released in May 2015. It guides the continued investment in cycling and walking infrastructure, policies, education, planning and behavioural change initiatives, enabling more active lifestyles and increasing the uptake of active travel modes across the ACT. The Active Travel Framework also outlines how the ACT Government can better integrate planning and delivery of active travel initiatives to further encourage and support walking, cycling and riding as part of Canberra’s overall urban planning, transport, health, environment and education systems.

In May 2015 the ACT Government released its Building an Integrated Transport Network—Parking (Parking Action Plan), which includes a range of complementary demand management measures (supply, pricing and time limits) in high demand locations such that some users will opt for alternative modes such as public transport and active travel.

DRAFT



Progress of Transport for Canberra actions

There are 34 actions required to implement Transport for Canberra. These actions are the responsibility of all directorates as part of the government’s ongoing commitment to achieving sustainable transport outcomes. The table below highlights the progress made against each action and includes an assessment rating to indicate whether it has been achieved, is on track to be achieved or still requires further improvement.

- ◆◆◆◆ Objective achieved
- ◆◆◆ Objective on track to be achieved
- ◆◆ Objective needs improvement

Public transport

No.	Actions	Status
1	Continue to work with the community, peak bodies, businesses, the public sector, schools, tertiary institutions, community councils, vulnerable groups and others with an interest in transport to deliver Transport for Canberra, including adding transport as a standing agenda item to the Planning and Development Forum.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Transport related matters, including the Active Travel Framework, are regularly discussed at the EPD Planning and Development Forum. • ACTION is cooperating with school stakeholders to undertake a School Transport Study and create a new Provision of Dedicated School Bus Services Policy.
2	Adopt the Frequent Network of public transport services to guide planning and design of public transport and active travel infrastructure, land supply programs, urban development and location of facilities.	<p>◆◆◆ Needs improvement Achieved</p> <ul style="list-style-type: none"> • Upgrades to bus stop infrastructure along the frequent corridor between Belconnen and Kippax are underway, including the upgrade to bus stop waiting areas and connecting pathways. • TAMS Public Transport in conjunction with Roads ACT is currently reviewing the options for locating bus stops on Athllon Drive adjacent to Wanniasa Shops. It is expected that a review of design options will be completed by December 2015.
3	Actively plan for mass public transport like light rail or bus rapid transit in all new public transport infrastructure planning and design.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • TAMS Public Transport continues to work with Capital Metro to ensure bus services are planned and integrated with the proposed light rail. Planning is underway for bus stations at Gungahlin and Dickson to integrate with light rail.
4	Grow the bus fleet to respond to patronage growth and deliver the Frequent Network, and ensure the new bus fleet minimises greenhouse gas emissions, maximises patronage potential, and obtains value for money for the Territory.	<p>◆◆ Needs improvement</p> <ul style="list-style-type: none"> • The replacement fleet strategy does not provide for growth. Additional fleet and associated infrastructure to house and maintain a larger fleet are required to meet this action.
5	Continue to expand Park and Ride and Bike and Ride facilities.	<p>◆◆◆ Achieved</p> <ul style="list-style-type: none"> • EPD has undertaken a number plate survey on the performance of the 19 Park and Ride locations to better understand how Park and Ride operates across the ACT.



		Key findings suggested that, overall, there is 50% utilisation of the 1072 total parking spaces on average and the facilities cater to both permit and non-permit holders as well as disabled users.
6	Continue to provide and promote bike racks on buses, with 80% of the bus fleet to be fitted with racks by December 2012.	<p>◆◆◆◆ Achieved</p> <p>• ACTION is continuing to explore options to increase the percentage of buses that can carry bikes. Work is continuing on promotion activities.</p>
7	Continue to work with Queanbeyan City Council and the NSW Government with the aim of creating a seamless public transport corridor between the ACT and Queanbeyan via Canberra Avenue, and work with the NSW Government and regional councils to progress better transport connections to existing and planned developments.	<p>◆◆◆ On track to be achieved</p> <p>• Engagement with Queanbeyan City Council, regional councils and the NSW Government is continuing to improve transport connections through the Canberra Plus One project under the auspices of the NSW–ACT Memorandum of Understanding.</p> <p>• High Speed Rail discussions are ongoing with the Australian Government.</p> <p>• Discussions concerning integration of MyWay ticketing and real time passenger information are ongoing with Queanbeyan City Council and QCity Transit.</p> <p>• The Light Rail Master Plan is considering potential cross-border light rail demand and network options.</p>
8	Adopt interim minimum coverage standards for public transport services and finalise the standards by 2013 following an analysis of MyWay data and an audit of walking and cycling connections to the public transport network.	<p>◆◆◆ On track to be achieved</p> <p>• The Coverage Service Delivery Study and the Walkability Study were completed. Final coverage standards will be determined by 2016.</p>
9	Include seven day network in ACTION enterprise bargaining agreement in 2013.	<p>◆◆ Needs improvement</p> <p>• The weekend network launched in September 2014 included improvements to mirror weekday services. However, service delivery constraints continue to impede the delivery of a seven day network. While some improvements to weekend bus services have been included in Network 14, a seven day network is not yet in place.</p>
10	Implement the bus network design guidelines based on international best practice for service design, including meeting the wait time targets identified in Transport for Canberra: <ul style="list-style-type: none"> • Average wait time 7.5 – 15 minutes (2013) • Average wait time 5 – 10 minutes (2016). 	<p>◆◆ Needs improvement</p> <p>• Wait time targets cannot be delivered without implementing the Transport for Canberra frequent network. Network 14 commenced 1 September 2014. TAMS and EPD are working together to use real time information systems to measure wait times following the start of NXTBUS real time passenger information.</p>
11	Complete a review of community transport in 2012–13 and Aboriginal and Torres Strait Islander transport disadvantage in the ACT by 2012.	<p>◆◆◆◆ Achieved</p> <p>• Community Transport and Aboriginal and Torres Strait Islander transport disadvantage reviews have been completed.</p> <p>• The ACT Government has also funded a pilot Flexible Transport Office in TAMS. The Flexible Transport Office, incorporating the Flexible Bus Service, the Community Transport Coordination Centre and the Indigenous</p>



		Community Bus Program are in their second full year of funding.
12	Use MyWay data to explore the feasibility of trialling flexible transport services by 2013.	<p>◆◆◆◆ Achieved</p> <ul style="list-style-type: none"> • The Flexible Transport Office (refer to Action 11 above) will be the trial of flexible transport services through better coordinating existing community transport and centralising bookings.
13	<p>Work with primary, secondary and tertiary schools to promote and provide effective, accessible and convenient public transport options. The government focus for future public transport for Canberra's tertiary institutions will be on:</p> <ul style="list-style-type: none"> • more frequent and accessible services • better promotion of and access to existing services • better pricing mechanisms. 	<p>◆◆◆ On track to be achieved</p> <p>Transport access guides for the Australian National University, University of Canberra and Canberra Institute of Technology campuses have been prepared.</p> <p>Ride or Walk to School (RWTS), a plan to encourage active travel in the ACT, was launched in September 2012. Funded by ACT Health, the RWTS program provides support and resources for students, teachers and school communities to increase active travel to and from school.</p>
14	Continue to progress the recommendations from the ACT Taxi Review.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • The Taxi Industry Innovation Review, which has been developing new regulatory framework options, is in its advanced stages. The six-week community consultation, which closed in June 2015, received over 60 written submissions and more than 2,000 responses to surveys, including from people living with disabilities. The government will consider options by the end of 2015.
15	Design the public transport network to be genuinely competitive with car travel, and continue to invest in infrastructure to support the delivery of the Frequent Network, including smart technology such as real time passenger information and the MyWay ticketing system, stations, stops, transitways and other infrastructure.	<p>◆◆ Needs improvement</p> <ul style="list-style-type: none"> • Network 14 commenced on 1 September 2014. NXTBUS (real time passenger information) was also implemented in 2014. • Investment in bus stations and major stops: College Street, Marcus Clarke Street, Barry Drive and the ANU Precinct and Erindale Bus Station. • Transitways and bus lanes: Belconnen to City transitway (stage 1) was completed in 2013. Canberra Avenue bus priority lane was completed in 2014. • Capital Metro Agency is responsible for the planning and delivery of light rail in stage 1: Gungahlin to the City, which has progressed substantially since 2012.
16	Continue to monitor the implementation of the recommendations of the ACT Accessible Public Transport Action Plan.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • The 2013–2018 Action Plan for Accessible Public Transport was released in 2014. The government will monitor the implementation of the plan.
17	Adopt an operating speed standard of 40 km/hr for the Rapid Service to guide the infrastructure investment program.	<p>◆◆ Needs improvement</p> <p><u>• Average speed has increased from 31.2 to 31.8 km/h for rapid corridors in Network 14. This work will rely on data from the real time passenger information system (NXTBUS) that was launched in 2014.</u></p>



Active travel

No.	Actions	Status
18	Complete shared path networks in the town centres and major employment areas and develop a commuter cycle network with high quality cycling infrastructure that is safe and well signposted, offering direct routes to destinations and integrated with public transport.	<p>◆◆◆ On track to be achieved</p> <p>The City Cycle Loop Stage 3 works are complete. The TAMS 2015–16 Capital Works program is progressing the delivery of Better Connections to Better Places master planning by delivering:</p> <ul style="list-style-type: none"> • Feasibility Study – Belconnen Town Centre improved cycling connections • Feasibility Study – Tuggeranong Town Centre improved cycling connections • Feasibility Study – West Belconnen to Belconnen improved cycling connections • Forward Design – Kingston Group Centre Pedestrian and Cycle improvements stage 1 • Forward Design – Woden Town Centre cycle and pedestrian network improvements • Design and Construct – Kambah Group Centre public domain improvements stage 1 • Design and Construct – Anketell Street North upgrade stage 1 • Design and Construct – Weston Group Centre - Brierly St, Trenerry Square upgrades <p>TAMS is also delivering as part of the Strategic Cycle Network Plan:</p> <ul style="list-style-type: none"> • Forward Design – Molonglo to City Cycle Highway • Construction – Age-Friendly Suburb upgrades in Ainslie and Weston
19	Investigate new types of transport infrastructure and services including shared spaces, segregated lanes, priority at intersections, electric bikes and public cycle parking facilities in the city.	<p>◆◆◆ On track to be achieved</p> <p>Implementation of the 40 km/hr zones at group centres is complete. The TAMS 2015–16 Capital Works program is constructing a number of network improvements:</p> <ul style="list-style-type: none"> • Implementation of priority intersections on Sullivans Creek • Investigation of a shared zone in Kingston Group Centre • Investigation of a shared zone on Anketell Street North • Implementation of innovative art styled bike racks in the city • TAMS is working with JACS on the implementation of 1 metre and 1.5 metre passing legislation • TAMS is working with JACS on the implementation of cycling over pedestrian crossings and development of new style crossings.
20	Release an Active Travel to School Strategy to support students, teachers and school communities to increase active travel to school by 2016.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Currently, 52 ACT schools are actively participating in the RWTS program launched in 2012. All ACT schools are able



		<p>to access program resources that support increasing active travel to and from school on the Physical Activity Foundation website.</p> <ul style="list-style-type: none"> • As part of RWTS, an Active Streets pilot is being undertaken at four schools participating in RWTS. The aim is to analyse the effectiveness of existing ACT Government initiatives and programs in increasing the number of children who walk and ride to school.
21	<p>Amend design guides and update standards to prioritise active travel by updating minimum standards and engineering drawings to facilitate the development of accessible bicycle and pedestrian-focused infrastructure (including end-of-trip facilities), shared spaces and active streets.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Draft Active Travel Design Standards and new planning guideline documents completed. • Currently completing the Active Travel Practitioners Tool as part of the updated delivery process. • TAMS and EPD continuing to work together to develop the planning guideline into a Territory Plan code and develop and implement other reforms. The draft Active Travel Design Standards will undertake a two year testing to finalise the document.
22	<p>Deliver road safety awareness programs for motorists, cyclists and pedestrians to reduce crashes and crash rates and engender a culture of sharing the road system with others.</p>	<p>◆◆◆◆ Achieved</p> <p>The government’s Road Safety Awareness Program addresses key road safety issues identified in the ACT Road Safety Strategy. The program in 2014–15 included:</p> <ul style="list-style-type: none"> • Share the Road – a campaign promoting the message of drive or ride – same rights, same rules, clarifying that bicycles are legally classified as vehicles and have the same rights and must follow the same rules as other road vehicles. • Stop Pushing the Limits – a campaign centred on a question to drivers of what it would take for them to notice and comply with the speed limit. • Tailgating – a campaign highlighting the impact of tailgating on the ACT community, encouraging drivers to slow down and provide a safe gap to the car in front. • Motorcycle lane filtering – a campaign focused on community awareness of the introduction and conditions of a two year motorcycle lane filtering trial. <p>Work also progressed in 2014–15 to develop a new road safety campaign about drug driving. An integrated marketing campaign (including television) will be developed for broadcast in the 2015–16 financial year.</p>
23	<p>Explore the establishment of a taskforce of government and external stakeholders to promote, and develop programs to support physical activity and its associated health, wellbeing, economic, social inclusion, environmental and transport benefits and establish a whole-of-government working group to implement active travel projects that support physical activity.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Towards zero growth: Healthy Weight Action Plan was launched in October 2013. • The Healthy Weight Action Plan identifies six activity clusters, including urban planning. A key urban planning action is to promote and prioritise active travel through the implementation of Transport for Canberra. A whole-of-government steering committee provides direction for the



		<p>implementation of the action plan.</p> <ul style="list-style-type: none"> • The action plan recognises that good public transport supporting active travel is a key feature of the government’s approach to transport and master planning and seeks to build on Canberra’s walking and cycling path networks. • The Healthy Living 2014–15 report, released in August 2015, provides an annual report on the Healthy Weight Initiative implementation.
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Roads, parking, vehicles and freight

No.	Actions	Status
24	Complete Majura Parkway and road connections for new developments, manage capacity on the road network, and maintain and upgrade the Territory’s road assets.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • In May 2015, Majura Parkway was partly opened to traffic between the Federal Highway and Fairbairn Avenue. This has taken pressure off Northbourne Avenue and other roads to the city. Construction is due to be completed in 2016. • In February 2015, the Australian Government allocated \$3.2 million for the construction of truck lay-bys (northbound and southbound) along the Federal Highway. Works include deceleration and acceleration lanes, installation of a weigh-in-motion station, signage and lighting. Construction is due for completion in mid-2016. • Travel demand modelling is being undertaken using multi-modal (traffic, public transport and cycling) strategic transport model. • Public transport journey planning is enhanced by the Google Transit Trip Planner and NXTBUS Real Time Information. • Road safety programs are ongoing. • Road maintenance funding is ongoing with more than \$50 million spent in 2014–15.
25	Implement the Strategic Parking Framework in Transport for Canberra.	<p>◆◆◆ Achieved</p> <ul style="list-style-type: none"> • In May 2015 the ACT Government released its Parking Action Plan, Building an Integrated Transport Network – Parking. • A review of the Parking and Vehicular Access General Code is underway to improve clarity for developers. • Enforcement is underway following the implementation of pay parking in the Parliamentary Zone. • The parking fee determination was updated, including the implementation of after-hours parking near the city centre’s theatre and convention precincts to promote better efficiency of parking in these locations. • The Parking Coordinator-General continues to chair a cross-directorate parking coordination group, facilitating a prompt and integrated response to a range of parking issues. • A trial of smart parking technology is on track for 2016. • The progressive movement of long-stay parking areas to



		<p>the periphery of the city centre and town centres is ongoing. A number of parking areas in Braddon have been recently converted from long-stay to short-stay carparks to support businesses in recently completed developments nearby.</p> <ul style="list-style-type: none"> • Three-for-Free parking spaces remain available in the city centre and town centres to encourage car pooling by commuters on weekday mornings. • The installation of ticket machines to replace coin-operated meters in on-street parking locations is continuing and is expected to be complete by the end of 2015. • A compliance framework has been established for the monitoring and enforcement of parking regulations in the ACT. • Work has begun on the establishment of a parking offset fund.
26	Release a low emission vehicle strategy by June 2013, including an evaluation of the Green Vehicles Duty Scheme to identify how it could better encourage the purchase of lower emissions vehicles including electric vehicles.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Building an Integrated Transport Network—Low Emission Vehicles (Low Emission Vehicle Strategy) is being prepared based on a low emission vehicles discussion paper and feedback gathered during community consultation. The strategy will aim to reduce vehicle-generated greenhouse gas emissions through actions that are effective in reducing passenger vehicle emissions while considering ease of implementation.
27	Develop and release an ACT Freight Strategy.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Building an Integrated Transport Network—Freight (Freight Strategy) is currently under consideration by Cabinet and anticipated for release in late 2015 was released in October 2015. The vision of the Freight Strategy is to deliver an efficient, safe and sustainable freight network and services for a growing ACT and regional economy and community while protecting urban amenity and freight access.
28	Complete an ACT Government sustainable fleet strategy by 2013.	<p>◆◆◆ On track to be achieved</p> <p>This action has been rolled into the Low Emission Vehicle Strategy.</p>

Travel demand management

No.	Actions	Status
29	Deliver travel behaviour change programs to promote and encourage greater take-up of sustainable transport for work trips in line with sustainable transport goals.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • The updated Canberra and Queanbeyan cycling and walking map provides clear information on walking and cycling routes. • A whole-of-government carpooling pilot was trialled in 2012–13. Due to limited uptake, the pilot has not been continued. • Public transport promotion is ongoing. ACTION trialled \$1 early bird bus fares in May 2014.



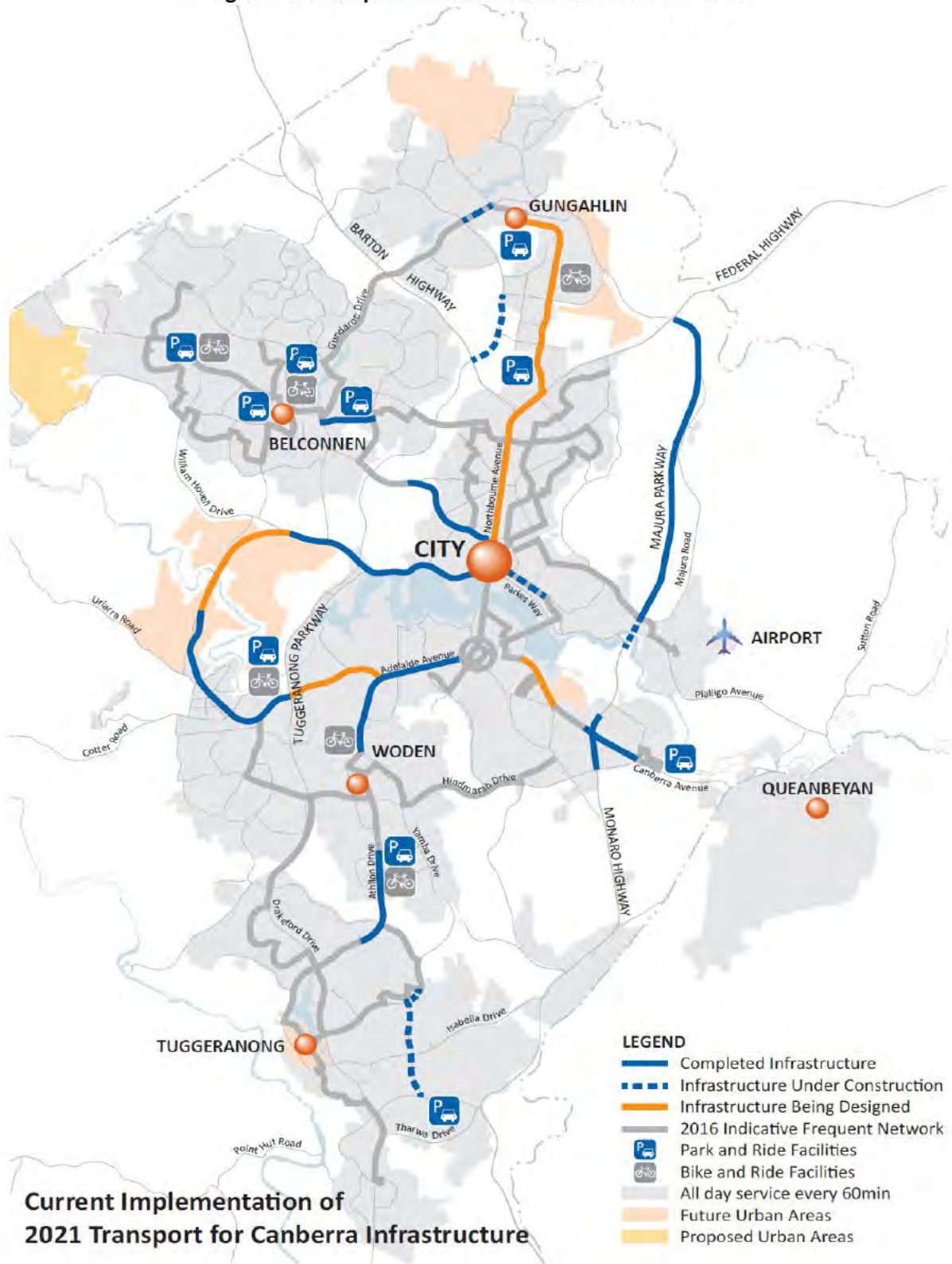
30	Develop and implement travel information and marketing for target groups, supported by market research and community-based social marketing approaches.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • NXTBUS (real time passenger information) has been rolled out as part of Network 14. Public transport promotion is ongoing including the promotion of Park and Ride and Bike and Ride information on ACTION busses.
31	Develop workplace travel plan templates and a cycle facilities guide.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • This work is currently underway and is part of the Active Travel Framework.
32	Develop and release an ACT Government Transport Pricing Policy by June 2013.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • This has been largely achieved through the Parking Action Plan. • The government commissioned an investigation into interactions between public transport and parking pricing and demand. This analysis considered options to ensure decisions on parking prices are considered in conjunction with a wide range of complementary and related policy settings and other transport subsidies consistent with strategic government objectives • The policy directions have been incorporated into the Parking Action Plan released in May 2015. • The Parking Action Plan provides guiding criteria on how parking fees differ between core and peripheral areas, reflecting differing levels of demand for spaces by time period and locations.
33	Release an annual Transport for Canberra update report from 2012–13, and review and update Transport for Canberra in five years.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • The first Transport for Canberra Report Card was released by the Minister for Planning, Mick Gentleman, in September 2014. The report card provided an update on the actions in Transport for Canberra and shows significant progress in all aspects. This report card covers the period from July 2014 to September 2015 and further highlights continuing progress made on key initiatives.
34	Progressively improve transport policies, programs, infrastructure and services each year, taking into account the benefits and costs of initiatives to deliver Transport for Canberra actions and meet targets.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • This is an ongoing action that is reflected in progress across the whole report card.



Progress towards 2021 Transport for Canberra infrastructure

Between 2012–13 and 2014–15, the ACT Government has invested over \$495 million in significant infrastructure to support the implementation of Transport for Canberra as shown in Figure 14.

Figure 14: Transport for Canberra infrastructure in 2015





Endnotes

¹ Australian Bureau of Statistics, Cat 3218.0 Regional Population Growth, 31 March 2015

² Ibid.

³ Land Development Agency Sales Data, 2014/15

⁴ Disability Standards for Accessible Public Transport 2002

⁵ ACT Road Safety Strategy 2011-2020 - Road Safety Report Card 2014, Justice and Community Services

⁶ Ibid.

⁷ Transport for Canberra, 2012, Environment and Planning Directorate

⁸ Australian Bureau of Statistics Census Data, 2011

⁹ ACTION Network Review, A Comparative Study of Network 12 and Network 14, October 2014

¹⁰ AP2: A new climate change strategy and action plan for the Australian Capital Territory, ESDD, 2012

¹¹ Independent Competition and Regulatory Commission, 2013, ACT Greenhouse Gas Inventory Report 2012-13 and 2013-14

¹² AP2: A new climate change strategy and action plan for the Australian Capital Territory, ESDD, 2012

¹³ Pitt & Sherry (2015), Interim ACT Greenhouse Gas Inventories for 2012-13 and 2013-14

¹⁴ AP2: A new climate change strategy and action plan for the Australian Capital Territory, ESDD, 2012

¹⁵ Ibid.

¹⁶ TAMS ACT Bicycle Volumes, 2015

Transport for Canberra (Report Card) – Target September 2015

Commented [RS1]: Redesign of documentation with an Infotrail approach similar to the NSW Local Development Performance monitoring

Commented [RS2]: Need to decide on consistency of measurement years

Comments regarding progress on Transport for Canberra Principles:

- Integrated with Land Use Planning
 - Increase the population living within a 10 minute walk of a rapid public transport corridor
 - Potential to monitor the % of population growth in with rapid transport corridors
 - Need to have consistent years in the measurement of population (i.e not 2011 Red Rapid and 2012 Blue Rapid – rather 2012 Red & Blue)
- Efficient and Cost Effective
 - Efficient & Reliable movement of people and goods
 - Potential to include the ongoing ACT Maintenance budget and recurrent expenditure
 - Potential to include potential future planning amounts (i.e pipeline of transport infrastructure expenditure or 25 year plan)
- Accessible & Socially Inclusive
 - By 2017, achieve 80% compliance with Disability Standards for Accessible Public Transport 2002 (DDA) for buses and bus stops
- Safe
 - Annual ACT fatalities are below the national average
 - Potential to include 2013 and 2014 number of fatalities
 - Potential to measure injuries and property damage data
 - Potential to revert objective from achieved to ongoing as safety should be an annual update
 - Include or progress a progress report on collection of safety data and ongoing mapping of data and management of this policy area.
- Mode Share for Journey to Work
 - By 2016, increase journey to work trips for walking to 6.5%, cycling to 6% and public transport to 10.5%
- Sustainable
 - By 2020, reduce ACT transport emissions by 138,000 tonnes

Commented [RS3]: We have no set target date so we need to be consistent therefore of the Measure "i.e Objective Achieved"

Commented [RS4]: Should we be setting an ACT target?

Commented [RS5]: - contribute to a national reduction in the annual number of fatalities and serious injuries of at least 30% by 2020

- Need to include updated figures on reduction in transport sector emissions since 2010/2011.
- Potential to understand the shift in private vehicle purchases (i.e switching to more environmentally sustainable vehicles)
- Active Transport
 - Increase cycle and walking trips

Commented [RS6]: To what % or target?

Comments regarding progress on Transport for Canberra Actions

- Public Transport (17 actions)
- Active Travel (6 actions)
- Roads, Parking, Vehicles and Freight (5 actions)
- Travel Demand Management (6 actions)

Progress Reporting – Measurement of Transport for Canberra Objectives

Principle	Objective	Assessment	September 2014 Measurements	Proposed Measurements for 2015 September Update
Integrated with land use planning	Increase the population living within 750 metres (10 minute walk) of a rapid public transport corridor	Achieved	<p>Core Measurement</p> <ul style="list-style-type: none"> Population data within 750m of Red Rapid 2011 and Blue Rapid 2012(Census Data)? <p>Supporting Measurement</p>	<p>Core Measurement</p> <ul style="list-style-type: none"> Base % to be population once red & blue rapids were implemented. This is to show the true population % increase in 2015. <p>Supporting Measurement</p> <ul style="list-style-type: none"> Data on key suburbs (i.e Gungahlin and Belconnen)
Efficient and cost effective	Invest in a transport system that supports the efficient and reliable movement of people and goods across the network	On track to be achieved	<p>Core Measurement</p> <ul style="list-style-type: none"> Over \$350m in new transport infrastructure investments since 2011-12 <p>Supporting Measurement</p> <ul style="list-style-type: none"> Commitment to illustrate ACT freight routes Release of the Draft Freight Strategy Qualitative description of recent public transport investments including Belconnen to City Transit Way and Canberra Ave Bus priorities 	<p>Core Measurement</p> <ul style="list-style-type: none"> Budget Papers (13/14, 14/15, 15/16) New Capital \$ and Recurrent\$ <ul style="list-style-type: none"> TAMS Land Development Agency <p>Supporting Measurement</p> <ul style="list-style-type: none"> Forward Infrastructure Plan (List of Priorities) Commonwealth Asset Recycling Investments? Total funds received from Commonwealth Government Funding Programs? Capital Metro investments? Completion of on track completion of Freight Strategy Document?
Accessible and socially inclusive	By 2017, achieve 80% compliance with the Disability Standards for Accessible Public Transport 2002 for buses and bus stops	On track to be achieved	<p>Core Measurement</p> <ul style="list-style-type: none"> 2013 count of 242 wheelchair accessible ACTION Buses 6 Major bus stops upgraded <p>Supporting Measurement</p>	<p>Core Measurement</p> <ul style="list-style-type: none"> Updated data from ACTION regarding number of buses in 2012, 13, 14 with wheelchair accessibility Updated data from ACTION regarding bus stops <p>Supporting Measurement</p> <ul style="list-style-type: none"> ACT Government 15/16 Investments including Flexible Bus Services for the disadvantaged (\$496,000) and Nightrider bus service (\$264,000)
Safe	Annual ACT fatalities are below the national average	Achieved	<p>Core Measurement</p> <ul style="list-style-type: none"> The Road Safety Report Card (JACS 2013) – 3.2 deaths per 100,000 population National Average of 5.78 	<p>Core Measurement</p> <ul style="list-style-type: none"> Fatalities, Injuries and on-road crashes (Road Safety Report Card JACS) <p>Supporting Measurement</p>

			Supporting Measurement	<ul style="list-style-type: none"> List of investments in infrastructure relating to safety (eg. \$2.5 million over 15/16, 16/17 commitment for 6 key intersections & \$1.3 million over four years additional funding for mobile speed cameras.
Mode share for journey to work	By 2016, increase journey to work trips for walking to 6.5%, cycling to 6% and public transport to 10.5%	Needs Improvement	Core Measurement <ul style="list-style-type: none"> Mode share for Public Transport, Cycling & walking (census data) Sustainable journey to work trips (census data) Supporting Measurement <ul style="list-style-type: none"> Journey to work by sustainable transport broken down by ACT district 2011 Qualitatively description of investments in sustainable transport (capital metro, NXTBUS etc) 	Core Measurement <ul style="list-style-type: none"> Mode share for Public Transport, Cycling & walking for 2015? Supporting Measurement <ul style="list-style-type: none"> Park & Ride Statistics Mode to Mode data ACT Districts mode share comparison (2006-2011) eg - Gungahlin
Active Travel	Increase cycle and walking trips	On track to be achieved	Core Measurement <ul style="list-style-type: none"> Cycle volumes (National Cycling Survey) Walking Mode share (Census data) – same data as previous Objective Supporting Measurement <ul style="list-style-type: none"> Cycling trips as a proportion of all trips to work capital cities (State of Australian Cities 2013) \$12m of new funding for improved walking and cycling infrastructure Over 130km of new community paths have been constructed since 2012 Development of active travel framework 	Core Measurement <ul style="list-style-type: none"> 800km of on and off road cycle lanes (15/16) budget commitment \$1.7 million investment in Active Travel in 2015/16 from ACT Government
Sustainable	By 2020, reduce ACT transport emissions by 138,000 tonnes	Needs Improvement	Core Measurement <ul style="list-style-type: none"> Transport emissions increase 3.5% (ACT Greenhouse Gas Inventory Report) Supporting Measurement <ul style="list-style-type: none"> AP2: A new climate change strategy and action plan for the ACT (Emissions are expected to reduce due to mode shift) Low Emissions Vehicle Strategy draft released July 2014 	Core Measurement <ul style="list-style-type: none"> Rideshare Pilot Program (2012)? ACTION bus fleet replacement program?

- ◆◆◆◆ Achieved
- ◆◆◆ On track to be achieved
- ◆◆ Needs improvement

Progress of Transport for Canberra actions

Category	Action	Status	September 2014 Measurements	Proposed Measurements for 2015 September Update
Public Transport	Continue to work with the community, peak bodies, businesses, the public sector, schools and tertiary institutions, community councils, vulnerable groups and others with an interest in transport to deliver Transport for Canberra, including adding transport as a standing agenda item to the Planning and Development Forum	On track to be achieved	<ul style="list-style-type: none"> Transport related matters are regularly discussed at the EPD Planning and Development Forum. ACTION is cooperating with school stakeholders to undertake a School Transport Study and create a new Provision of Dedicated School Bus Services Policy. 	
Public Transport	Adopt the Frequent Network of public transport services to guide planning and design of public transport and active travel infrastructure, land supply programs, urban development and location of facilities.	Achieved	<ul style="list-style-type: none"> Embedding rapid transit corridors in the Territory Plan has been incorporated into the Light Rail Master Plan work and will be completed in 2015, subject to statutory processes. Network 14 commenced in September 2014 and incorporates new Frequent Network corridors and routes. Strategic planning to identify transit oriented development opportunities is ongoing and is addressed in master planning for centres and planning for corridors. A design standards review is underway to develop guidelines to assist in designing transit-friendly suburbs. The inclusion of public transport priority measures in all upgrades or new works on rapid corridors is ongoing. Feasibility and design for Canberra Avenue bus priority measures and Belconnen to City transit way (Stage 1) are complete. Stage 2 is in the forward implementation program of TAMS. Major stops have been constructed at Yamba Drive, Canberra Hospital, London Circuit, Athllon Drive, Kings Avenue, Commonwealth Drive, Russell and Barton. A feasibility and design study is complete for Gungahlin Town Centre major station. Stage 1 of Erindale Bus Station construction will commence in 2014-15. Feasibility studies are complete for ACT major stops; Adelaide Avenue bus stops; City bus layover and City Interchange. 	
Public Transport	Actively plan for mass public transport like light rail or bus rapid transit in all new public transport infrastructure planning and design.	On track to be achieved	<ul style="list-style-type: none"> Stage 1 of the Capital Metro light rail network between Gungahlin and the city is underway. Greenfield planning includes planning for rapid public Transport. The Light Rail Master Plan will identify the Canberra-wide light rail network. A future light rail or bus rapid transit is planned as part of the Constitution Avenue upgrade design. Belconnen to City stage 1 construction is complete. Canberra Avenue bus priority design and construction is to be completed late 2014. Adelaide Avenue stops feasibility study is complete. 	

Public Transport	Grow the bus fleet to respond to patronage growth and deliver the Frequent Network, and ensure new bus fleet minimises greenhouse gas, maximises patronage potential, and obtains value for money for the Territory.	On track to be achieved	Replacement fleet strategy is in place including new low emission Euro VI buses.	
Public Transport	Continue to expand Park and Ride and Bike and Ride facilities.	Achieved	<p>Park and Ride:</p> <ul style="list-style-type: none"> • New park and ride facilities were constructed at Mawson, Kippax, Gungahlin, Canberra Avenue (Fyshwick), Calwell, EPIC, and North Weston (Molonglo). • Park and ride designed for Erindale, Well Station Drive and Athllon Drive. Construction will be subject to approval and funding. <p>Bike and Ride:</p> <ul style="list-style-type: none"> • Bike and ride cages have been constructed at Belconnen bus station, Flemington Road, Lyons, Mawson and Kippax. 	
Public Transport	Continue to provide and promote bike racks on buses, with 80% of the bus fleet to be fitted with racks by December 2012.	Achieved	Achieved. ACTION is continuing to explore options to increase the percentage of buses that can carry bikes. Work is continuing on promotion activities.	
Public Transport	Continue to work with Queanbeyan City Council and the NSW Government with the aim of creating a seamless public transport corridor between the ACT and Queanbeyan via Canberra Avenue, and work with the NSW Government and regional councils to progress better transport connections to existing and planned developments.	On track to be achieved	<ul style="list-style-type: none"> • Engagement with Queanbeyan City Council, regional councils and the NSW Government is continuing to improve transport connections through the Canberra Plus One project under the auspices of the NSW–ACT Memorandum of Understanding. • High Speed Rail discussions are ongoing with the Commonwealth. • Discussions concerning integration of MyWay ticketing and real time passenger information are ongoing with Queanbeyan City Council and QCity Transit. • Light Rail Master Plan is considering potential cross-border light rail demand and network options. 	
Public Transport	Adopt interim minimum coverage standards for public transport services and finalise the standards by 2013 following an analysis of MyWay data and an audit of walking and cycling connections to the public transport network.	On track to be achieved	The Coverage Service Delivery Study and the Walkability Study were completed. Final coverage standards will be determined by 2016.	
Public Transport	Include seven day network in ACTION enterprise bargaining agreement in 2013	Needs improvement	While some improvements to weekend bus services have been included in Network 14, a seven day network is not yet in place	
Public Transport	Implement the bus network design guidelines based on international best practice for service design, including meeting the wait time targets identified in Transport for Canberra: • Average wait time 7.5 – 15 minutes (2013) • Average wait time 5 – 10 minutes (2016)	Needs improvement	Network 14 commenced 1 September 2014. TAMS and EPD are working together to use real time information systems to measure wait times following the start of NXTBUS real time passenger information.	

Public Transport	Complete a review of community transport in 2012–13 and Aboriginal and Torres Strait Islander transport disadvantage in the ACT by 2012.	On track to be achieved	Community Transport and Aboriginal and Torres Strait Islander transport disadvantage reviews have been completed. The government has funded a pilot FlexibleTransport Office in TAMS	
Public Transport	Use MyWay data to explore the feasibility of trialling flexible transport services by 2013.	Achieved	The FlexibleTransport Office (refer to Action 11 above) will be the trial of flexible transport services through better coordinating existing community transport and centralising bookings.	
Public Transport	Work with primary, secondary and tertiary schools to promote and provide effective, accessible and convenient public transport options. The Government focus for future public transport for Canberra’s tertiary institutions will be on: • more frequent and accessible services • better promotion of and access to existing services • better pricing mechanisms.	On track to be achieved	Transport access guides for Australian National University, University of Canberra and Canberra Institute of Technology campuses have been prepared. The Ride or Walk to School program was launched in 2012, and is now undertaking pilot mapping and infrastructure upgrades for safer routes to school.	
Public Transport	Continue to progress the recommendations from the ACT Taxi Review.	On track to be achieved	Wheelchair Booking System launched in 2012.	
Public Transport	Design the public transport network to be genuinely competitive with car travel, and continue to invest in infrastructure to support the delivery of the Frequent Network, including smart technology such as real time passenger information and the MyWay ticketing system, stations, stops, transitways and other infrastructure.	Needs improvement	<p>Network 14 commenced on 1 September 2014. NXTBUS (real time passenger information) is being rolled out to be in place for Network 14.</p> <p>Bus stations and Major Stops: Construction of Barton bus station and Gungahlin bus station is complete. Six bus stops were upgraded as Major Stops with better facilities. Rapid service bus stops were upgraded with bike rails.</p> <p>Transitways and bus lanes: Belconnen to City transitway (stage 1) completed. Canberra Avenue bus priority lane will be completed in 2014. Between Belconnen and the City, bus travel is now competitive with car travel, with a reliable 22 minute bus journey time.</p> <p>Capital Metro Agency is responsible for the planning and delivery of light rail in stage 1: Gungahlin to the City, which has progressed substantially since 2012.</p>	
Public Transport	Continue to monitor the implementation of the recommendations of the ACT Accessible Public Transport Action Plan.	On track to be achieved	The 2013–2018 Action Plan for Accessible Public Transport has been released. The government will monitor the implementation of the plan.	
Public Transport	Adopt an operating speed standard of 40km/hr for the Rapid Service to guide the infrastructure investment program.	Needs improvement	This work will rely on data from the real time passenger information system (NXTBUS), which will be available from 2014–15.	
Active Travel	Complete shared path networks in the town centres and major employment areas and develop a commuter cycle network with	On track to be achieved	City Cycle Loop is underway, with Stages 1 and 2 complete and Stage 3 (Bunda Street shared space) to commence in 2014. The ACT Strategic Cycle Network Plan has examined pedestrian and cycle	

	highquality cycling infrastructure that is safe and well signposted, offering direct routes to destinations and integrated with public transport.		networks and potential improvements. This action will be developed further as part of the Active Travel Framework. Over 130km of new community paths were constructed since 2012.	
Active Travel	Investigate new types of transport infrastructure and services including shared spaces, segregated lanes, priority at intersections, electric bikes and public cycle parking facilities in the city.	On track to be achieved	The ACT Strategic Cycle Network Plan has examined pedestrian and cycle networks and potential improvements This action will be developed further as part of the Active Travel Framework. Related achievements are: <ul style="list-style-type: none"> • 40km/hr policy trail evaluation is complete, with 40km/hr zones adopted in areas of high pedestrian activity around some town and group centres. • Lower speed zones in pedestrian areas are being expanded. • Road Safety awareness programs for all road users is underway. • Shared space project is underway in Bunda Street (city centre) and in planning for Hibberson St (Gungahlin). • The Centenary Trail is complete. • New legislations permits the use of 250 watt pedelec electric bikes. • Opportunities for private sector involvement in the development of public end of trip facilities are being explored for the city centre. 	
Active Travel	Release an Active Travel to School Strategy to support students, teachers and school communities to increase active travel to school by 2016.	On track to be achieved	The Ride or Walk to School program was launched in 2012. Twenty schools are participating. Expansion to another 30 schools in collaboration with Pedal Power and The Smith Family is underway over the next four years. The Active Travel Framework will also include active travel to school.	
Active Travel	Amend design guides and update standards to prioritise active travel by updating minimum standards and engineering drawings to facilitate the development of accessible bicycle and pedestrian focused infrastructure (including end of trip facilities), shared spaces and active streets	On track to be achieved	An update is underway and active travel will be included in the current review	
Active Travel	Deliver road safety awareness programs for motorists, cyclists and pedestrians to reduce crashes and crash rates and engender a culture of sharing the road system with others.	On track to be achieved	New communication campaigns are being developed focusing on speeding, sharing the road and tailgating. These will reflect the outcomes of the vulnerable road users inquiry. This action is to be developed further as part of the Active Travel Strategy and Road Safety Action Plan.	
Active Travel	Explore the establishment of a taskforce of government and external stakeholders to promote, and develop programs to support physical activity and its associated health, wellbeing, economic, social inclusion, environmental and transport benefits and establish a whole-of-government working group to implement active travel projects that support physical activity.	On track to be achieved	The Healthy Weight Taskforce has been established and work is progressing.	

Roads, Parking, Vehicles & Freight	Complete Majura Parkway and road connections for new developments, manage capacity on the road network, and maintain and upgrade the Territory's road assets.	On track to be achieved	<ul style="list-style-type: none"> • Majura Parkway construction has commenced. • Demand modeling has been recalibrated using up to date information. A new multi-modal (traffic, public transport and cycling) model has been completed. • Cameras have been placed at Majura Parkway interchange. • Public transport journey planning is available via Google Transit. • Road safety programs are ongoing. • Road maintenance funding is ongoing. 	
Roads, Parking, Vehicles & Freight	Implement the Strategic Parking Framework in Transport for Canberra.	On track to be achieved	<p>A parking Strategy will be released in 2015 and will consider the progress listed below:</p> <ul style="list-style-type: none"> • A parking Coordinator-General has been appointed to lead coordination of parking policy, planning and operations across government. • The Parking strategy is being progressed through policy options around pricing, offsets, supply and operations. • The Parking Code has been modified to facilitate parking for new developments in accordance with market demand including reduced parking or no parking, and better provision for disabled parking and motorcycle parking. • The ACT Government is working closely with the National Capital Authority to support, manage and enable the introduction of paid parking in the Parliamentary Zone. • Alternative transport options are being rolled out in the Parliamentary Zone including Barton bus station where construction is now complete. The Centenary Loop service is operational and a promotional campaign is scheduled as part of Network 14. • 300 replacement parking machines that accept credit cards and other payment methods have been installed in ACT Government carparks, including better enforcement and data management. A tender is under consideration for a similar system in on-street parking areas. • The government has funded new enforcement officers to reduce parking infringement and help manage parking in high demand areas like town and group centres. • Progress has been made on managing parking issues at local and group centres through land use planning that prioritises the access needs of shoppers and visitors to support business vitality and special needs. 	
Roads, Parking, Vehicles & Freight	Release a low emission vehicle strategy by June 2013, including an evaluation of the Green Vehicles Duty Scheme to identify how it could better encourage the purchase of lower emissions vehicles including electric vehicles.	On track to be achieved	A Low Emission Vehicle Strategy discussion paper was released in June for public input. The discussion paper encourages comment on options to lower vehicle emissions as the ACT moves towards carbon neutrality by 2060. A final strategy is expected in 2015. The discussion paper includes options to review the Green Vehicles Duty Scheme, as well as measures to investigate car sharing and other travel demand management options.	

Roads, Parking, Vehicles & Freight	Develop and release an ACT Freight Strategy.	On track to be achieved	Freight Strategy discussion paper was released in July 2014, with the final strategy expected in 2015.	
Roads, Parking, Vehicles & Freight	Complete an ACT Government sustainable fleet strategy by 2013.	On track to be achieved	This action has been rolled into the Low Emissions Vehicle Strategy	
Travel Demand Management	Deliver travel behaviour change programs to promote and encourage greater take-up of sustainable transport for work trips in line with sustainable transport goals.	On track to be achieved	<ul style="list-style-type: none"> Public transport promotion is ongoing. The updated Canberra and Queanbeyan cycling and walking map provides clear information on walking and cycling routes. A whole-of-Government carpooling pilot was trialled in 2012–13. Due to limited uptake the pilot has not been continued. Public transport promotion is ongoing. ACTION trialled \$1 early bird bus fares in May 2014. 	
Travel Demand Management	Develop and implement travel information and marketing for target groups, supported by market research and community based social marketing approaches.	On track to be achieved	NXTBUS (real time passenger information) is being rolled out as part of Network 14. Public transport promotion is ongoing.	
Travel Demand Management	Develop workplace travel plan templates and a cycle facilities guide.	On track to be achieved	Scoping for this work is underway as part of the Active Travel Strategy	
Travel Demand Management	Develop and release an ACT Government Transport Pricing Policy by June 2013.	On track to be achieved	This will be completed in 2014-15. The strategy will provide a government position on the link between parking and public transport pricing.	
Travel Demand Management	Release an annual Transport for Canberra update report from 2012–13, and review and update Transport for Canberra in five years.	On track to be achieved	The ACT Government is making good progress towards meeting the targets and actions from Transport for Canberra and this 2012 – 2014 Report Card has been released.	
Travel Demand Management	Progressively improve transport policies, programs, infrastructure and services each year, taking into account the benefits and costs of initiatives to deliver Transport for Canberra actions and meet targets.	On track to be achieved	This is an ongoing action that is reflected in progress across the whole report card.	



ACT
Government

Environment and Planning

Transport for Canberra 2015 Report Card

TRANSPORT FOR CANBERRA REPORT CARD

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Minister's foreword

A better transport network is integral to realising the potential for economic growth and diversification, urban renewal and enhancing liveability and social inclusion in the ACT.

The Government's signature transport policy and action plan, Transport for Canberra, was released in 2012 with the aim of creating a more efficient and sustainable transport system that puts people first.

The 2016 Transport for Canberra Report Card highlights significant progress that has been made in implementing the objectives of Transport for Canberra including:

- \$90 million allocated to new roads and road infrastructure in the 2015–16 ACT Budget
- construction of the Majura Parkway
- establishment of the Active Travel Office and a \$23 million investment to fund an improved network of bike paths and footpaths
- continuing progress on the Light Rail Master Plan, which is investigating and identifying a potential future Canberra light rail network and guiding government's decision making about future investment in extensions to Capital Metro light rail
- increased bus services with the launch of Network 14 in 2014 and significant improvements to daily bus trips, including the Parliamentary Triangle
- introducing a suite of transport policies as part of Building an Integrated Transport Network, including the Active Travel Framework, Parking Action Plan and Freight Strategy
- achieving the highest participation rate of active travel among the major Australian cities.

The implementation of Transport for Canberra will continue as we aim to create a transport system that makes our city a better place to live, work and play in, and that is socially inclusive and environmentally sustainable.

Mick Gentleman MLA
Minister for Planning
October 2015



Executive summary

Transport for Canberra is the ACT Government's foundation for transport planning in the ACT to 2031. It outlines the government's actions and progress on public transport, parking, vehicle movement and active travel (walking and cycling) to achieve transport mode share targets.

A key action from Transport for Canberra is the release of an annual report card highlighting progress the government has made on transport initiatives. This report card covers the period from July 2014 to September 2015 and also highlights progress made on key initiatives since the introduction of Transport for Canberra.

The 2015 Transport for Canberra Report Card illustrates progress against the following principles of Transport for Canberra:

- Integrated with land use planning
- Makes active travel like walking and cycling the easy way to get around
- Provides sustainable travel options and reduces transport emissions
- Safe for moving people however they get around
- Accessible for everybody whatever their level of mobility at any time or place
- Efficient and cost effective, providing value for money for the government, business and the community by managing travel demand across the whole transport system.

The report card also provides an update on the initiatives completed or underway in 34 actions that are required to implement Transport for Canberra. Transport for Canberra is a whole-of-government responsibility and is monitored by an interdirectorates committee comprising relevant ACT Government directorates with transport responsibilities.

Figure 1: Transport for Canberra principles



**Summary of Transport for Canberra progress**

The following table highlights the performance of the Government in achieving the objectives of Transport for Canberra. An assessment rating for each objective is provided to indicate whether it has been achieved, is on track to be achieved or still requires further improvement.

- ◆◆◆◆ Objective achieved
- ◆◆◆ Objective on track to be achieved
- ◆◆ Objective needs improvement

Principle	Objective	Assessment	Comment
Integrated with land use planning	Increase the population living within a 10 minute walk of a rapid public transport corridor	◆◆◆◆ Achieved	In 2014, 24.2% of ACT residents lived within 750 metres (10 minutes walk) of the blue or red rapid transport corridors. This is an increase from 23.8% in 2012. The increased urban development along these corridors is expected to lead to an increase in population within these catchments which will achieve greater economic and environmental goals.
Efficient and cost effective	Efficient and reliable movement of people and goods	◆◆◆◆ Achieved	Between 2012–13 and 2014–15, the government has invested over \$495 million in significant infrastructure to support transport reliability and improve the efficiency of the transport system. In the 2015–16 ACT Budget, more than \$90 million was allocated to new roads and road infrastructure in addition to the ongoing road resealing and maintenance program. Key projects include the duplication of Ashley Drive from Erindale Drive to Ellerston Avenue, upgrades to Gungahlin Drive, Horse Park Drive and road improvements in the Gungahlin town centre.
Accessible and socially inclusive	By 2017, achieve 80% compliance with Disability Standards for Accessible Public Transport 2002 (DDA) for buses and bus stops	◆◆◆ On track to be achieved	Funding in the 2012–13 and 2013–14 capital works budgets has been allocated to progress works, including bus shelter upgrades and bus fleet replacement to ensure progress towards the 2017 disability standards target. The ACT Government is also progressing with the Age-Friendly Suburbs initiative, which is designed to deliver improved active travel connectivity within residential suburbs including connections to public transport and key destinations.
Safe	Annual ACT fatalities are	◆◆◆◆ Achieved	In 2014, the ACT average road fatality rate was 2.6 per 100,000 population compared to the national



	below the national average		<p>average of 4.9 deaths per 100,000.</p> <p>The Road Safety Action Plan 2015–2018 is currently in development and focuses on vulnerable road users. A number of initiatives have been implemented including the motorcycle lane filtering trial and the Same Rights, Same Rules road safety awareness campaign for bicycle riders.</p>
Mode share for journey to work	By 2016, increase journey to work trips for walking to 6.5%, cycling to 6% and public transport to 10.5%	◆◆ Needs improvement	<p>In 2011 the ACT's journey to work mode share was: walking (4.9%), cycling (2.8%) and public transport (7.8%). There has been an increase in the total number of sustainable trips between 2006 and 2011.</p> <p>To encourage car users to use public transport, the ACT Government has provided 19 Park and Ride facilities across Canberra. Recent survey findings suggested that, on average, the facilities have a 50% utilisation rate. Other investments have included Capital Metro light rail planning and design, public transport network improvements such as Network 14 and NXTBUS, and walking and cycling infrastructure improvements.</p>
Sustainable	By 2020, reduce ACT transport emissions by 138,000 tonnes	◆◆◆ On track to be achieved	<p>Between 2011 and 2013, the national average for carbon dioxide emissions for new passenger and light commercial vehicles dropped by 7.8%.</p> <p>The national trend is also reflected in the ACT where there has been growth in smaller and more fuel-efficient vehicles and a reduction in larger vehicle sales. In 2012, ACT's average fuel consumption was 9.82 litres per 100 km compared to the national average of 13.7 litres per 100 km.</p>
Active travel	Increase cycle and walking trips	◆◆◆ On track to be achieved	<p>The cycling participation rate by residents of the ACT is approximately 45%, which is higher than the national average of 36%. Further, around 77% of households in the ACT have access to at least one working bicycle.</p> <p>Between 2012 and 2014, there was a 46% increase in the number of people walking and cycling into and out of the five major town centres. The Active Travel Framework was released in May 2015 and outlines how the ACT Government can better integrate planning and delivery of active travel initiatives to further encourage and support walking and cycling.</p>



Integrated with land use

OBJECTIVE: Increase the population living within 750 metres (10 minute walk) of a rapid public transport corridor

◆◆◆◆ Achieved

Objective	ACT population within walkable catchment (2012) ¹	ACT population within walkable catchment (2014) ²
Walkable catchment of 750 metres	23.8%	24.2%

A key principle of Transport for Canberra and the ACT Planning Strategy is the integration of transport planning with land use planning. The ACT Government is continuing to support this initiative by encouraging new developments along key transport corridors.

The rapid bus routes in the ACT have continued to support an increasing population. There are currently two rapid routes in Canberra including Red Rapid and Blue Rapid. These services have frequencies of 15 minutes or better all day and evening and have a typical walkable catchment area of 750 metres and up to 1 kilometre in particular areas.

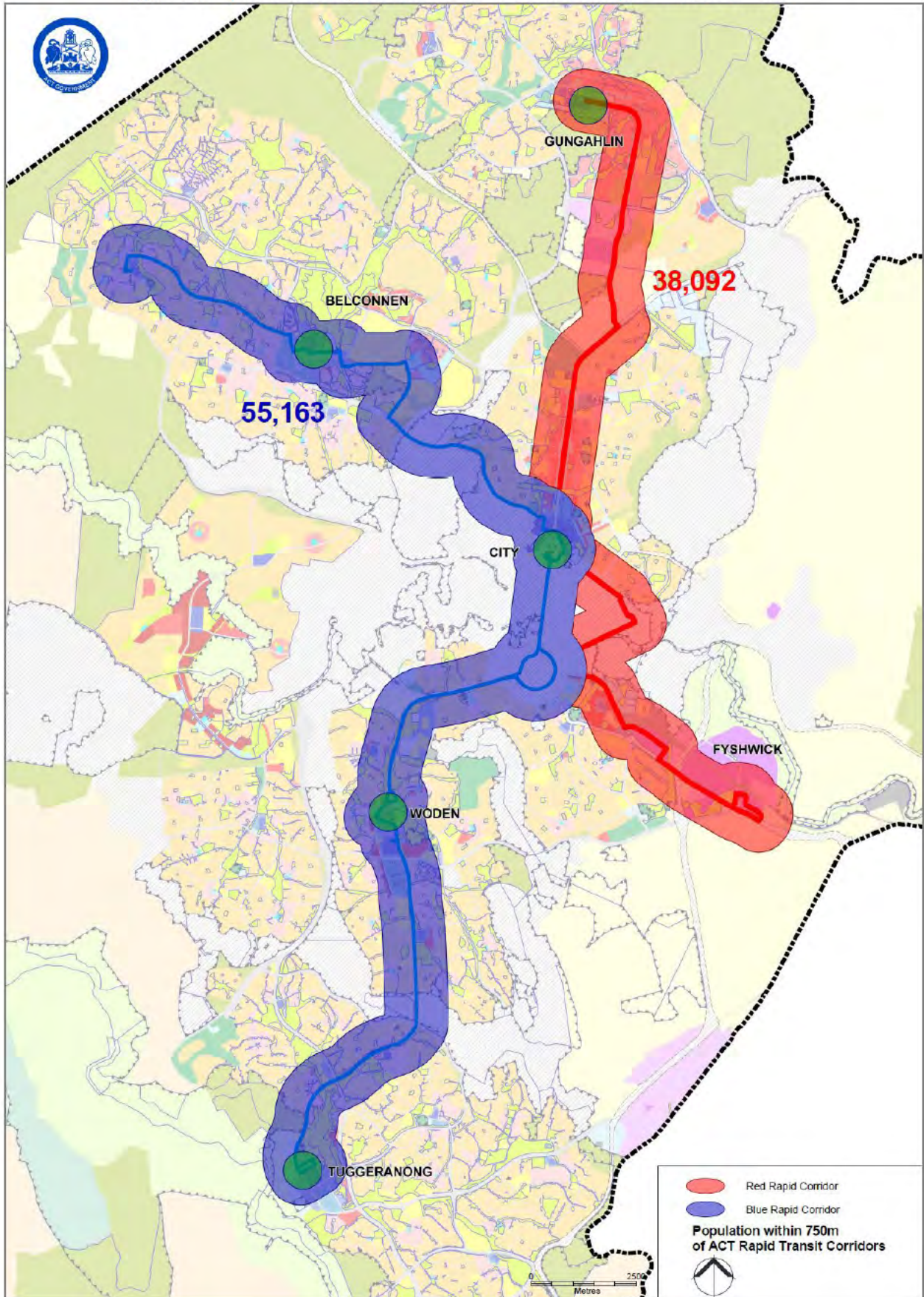
In 2012, 23.8% of the ACT population lived within 750 metres of the blue or red rapid transport corridors. This has increased to 24.2% in 2014 with the largest population growth experienced in Harrison (33%) and Franklin (17%) on the Red Rapid corridor and Belconnen (17%) on the Blue Rapid corridor.

In 2015, the evening Blue Rapid service was extended through the Tuggeranong bus interchange to Lanyon, which eliminated the requirement for passengers to make a connection.

The ACT Government will continue to establish permanent public transport corridors with 15 minute or better frequency for people travelling to their destinations. It is expected that the increased development along these corridors will lead to an increase in population within these catchments which will achieve greater economic and environmental goals. The Government is leveraging investments in major transport corridors to deliver urban renewal that will create better shopping centres, walking and cycling connections and community spaces.



Figure 2: Population living within 750 metres of ACT Rapid Transit Corridors





Efficient and cost effective

OBJECTIVE: Invest in a transport system that supports the efficient and reliable movement of people and goods across the network

◆◆◆◆ Achieved

Objective	2012–13	2014–15
Efficient and reliable movement of people and goods	\$150 million	\$149 million

The ACT Government is investing in a more efficient and reliable transport system that improves the movement of people and goods across Canberra.

Between 2012–13 and 2014–15, the government has invested over \$495 million in significant infrastructure to support transport reliability and improve the efficiency of the transport system. The total investment in capital works for 2014–15 was \$149 million in addition to more than \$50 million spent on maintenance of our transport infrastructure.

In the 2015–16 ACT Budget, more than \$90 million was allocated to new roads and road infrastructure in addition to the ongoing road resealing and maintenance program. Key projects include the duplication of Ashley Drive from Erindale Drive to Ellerston Avenue, upgrades to Gungahlin Drive, Horse Park Drive and road improvements in the Gungahlin town centre.

The upgrade to Erindale Bus Station also commenced in 2015. This upgrade includes improvement to bus parking, shelter and seating and complements the improvements to bus timetables that were introduced in May 2015.

The Majura Parkway northbound lane between Fairbairn Avenue and the Federal Highway was opened to traffic in May 2015. This project, jointly funded by the ACT and Australian governments, creates a bypass of freight traffic passing through the Canberra region and reinforces the role of an orbital road network in separating trucks from general traffic and public transport corridors.

Building an Integrated Transport Network – Freight (the Freight Strategy) was released in October 2015. The Freight Strategy provides a strategic framework to manage the ACT freight task and achieve a safer and more efficient transport network for passengers and freight. The strategy is part of the ACT Government’s complementary approach to building an integrated transport network that supports the government’s broader economic and social objectives.

As part of the Freight Strategy, the government has finalised the key freight routes in the ACT. These routes identify the areas where nationally significant freight traffic should be encouraged to safeguard the timely and efficient delivery of goods and services to the community.

Progress has also been made on utilising more efficient transport modes to support the growth in freight demand. In March 2015, the ACT Government and the NSW Government agreed to a two-year trial for the transportation of scrap metal from Kingston Rail Yard to Port Botany in Sydney. A weekly train service will transport 50 shipping containers of recycled metal direct to Port Botany and remove five B-double trucks off ACT roads daily.



The ACT Government is committed to a rolling release of commercial and industrial land in freight transport hubs such as Hume. The area of ACT industrial land sold in 2014–15 was approximately 38,000 m², nearly 18,000 m² higher than 2013–14³. The increase in industrial land sales is facilitating the growth in freight activity in the ACT.

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Accessible and socially inclusive

OBJECTIVE: By 2017, achieve 80% compliance with the Disability Standards for Accessible Public Transport 2002 for buses and bus stops

◆◆◆ On track to be achieved

Objective	2012 (Target)	2015 (actual)	2017 (Target)	2022 (Target)
Buses	55%	68%	80%	100%
Bus stops	55%	61%	90%	100%

Transport is vital to creating a connected, inclusive and liveable community. Transport for Canberra supports the initiative to enable people with disabilities to participate in social, health, education, employment and recreation activities by providing an accessible public transport network.

The Commonwealth Disability Discrimination Act⁴ establishes targets for compliance with disability standards for accessible buses and bus stops that the ACT Government is committed to achieving:

- 55% compliance with Disability Standards for Accessible Public Transport 2002 for buses and bus stops by December 2012
- 80% compliance with Disability Standards for Accessible Public Transport 2002 for buses and 90% compliance for bus stops by December 2017
- 100% compliance with Disability Standards for Accessible Public Transport 2002 for buses and bus stops by December 2022.

Performance against these targets is determined by reaching the 2012, 2017 and 2022 targets in those years and making progress towards these targets in the interim years.

Funding in the 2012–13 and 2013–14 capital works budgets was allocated to progress works, including bus shelter upgrades and bus fleet replacement to ensure progress towards the 2017 targets. In the 2015–16 ACT Budget, \$760,000 was allocated for the continuation of the Flexible Bus Service and the annual Nightrider bus service.

The operations of the Flexible Bus Service have seen over 11,000 passenger movements of elderly, disabled and Aboriginal and Torres Strait Islander passengers who lack access to regular passenger transport services. The Government is also continuing to fund the Indigenous Community Transport program which recently employed an Indigenous Trainee to support the operations of the service.

The ACT Government is also progressing with the Age-Friendly Suburbs initiative, which is designed to deliver improved active travel connectivity within residential suburbs including connections to public transport and key destinations. Improvements have been identified on community paths through open space, on footpaths and at crossings. It is expected that improvements designed for older residents will benefit all active travel users. Suburbs have been selected for the program based on current and expected demographic profiles. Ainslie and Weston were selected as pilot locations in 2014–15 with total funding of \$500,000 allocated over a two-year program. Kaleen and Monash were added to the Age-Friendly Suburbs program in 2015–16 with \$500,000 over a two-year program.



Safe

OBJECTIVE: Annual ACT fatalities are below the national average

◆◆◆◆ Achieved

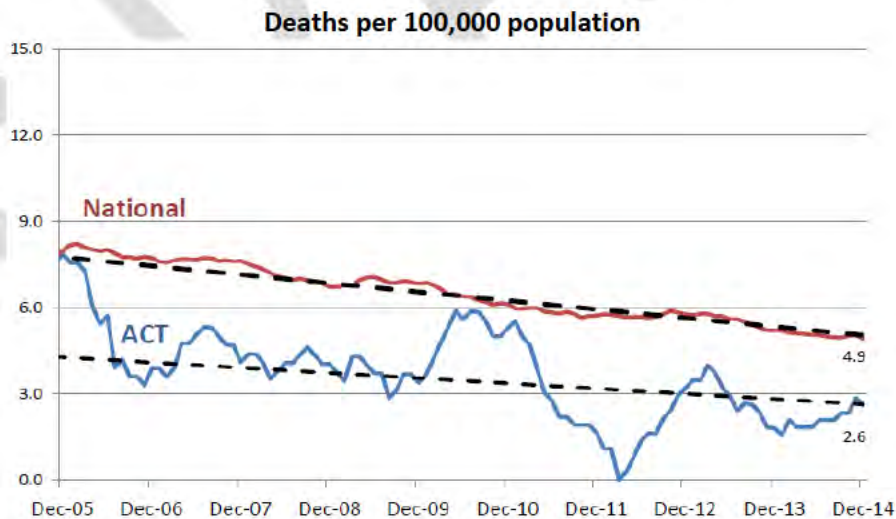
Objective	ACT	National
Number of deaths per 100,000	2.6	4.9

The ACT Government is continuing its commitment to reducing annual fatalities and improving the safety of our roads for all transport users. The ACT Road Safety Strategy 2011–2020 provides a whole-of-government approach to address road safety. The strategy’s primary goals are to: contribute to a minimum reduction of 30% in the number of fatalities and serious injuries by 2020; develop an ACT community that shares responsibility for road safety; and to develop an approach that involves all stakeholders working together to improve road safety.

In 2014, the ACT maintained a lower number of road fatalities per capital than the national average with 2.6 fatalities per 100,000 population compared with 4.9 road fatalities per 100,000 people nationally (Figure 3)⁵. Since 2005, the ACT has reduced the fatality rate by 5.3 persons per 100,000 and this is the largest reduction among all Australian states and territories over this period.

The ACT recorded 7782 ‘on-road’ traffic crashes in 2014 which involved 15,115 vehicles and resulted in 829 casualties, including 10 fatalities.

Figure 3: Annual road crash rates 2005–2014, national and ACT



The ACT Road Safety Strategy 2011–2020 and ACT Road Safety Action Plan 2015 – 2018 aim to achieve no deaths or serious injuries as a result of the road transport system. The Action Plan is currently being developed and includes a focus on vulnerable road users in order to reduce road trauma and improve safety to encourage greater active transport participation.

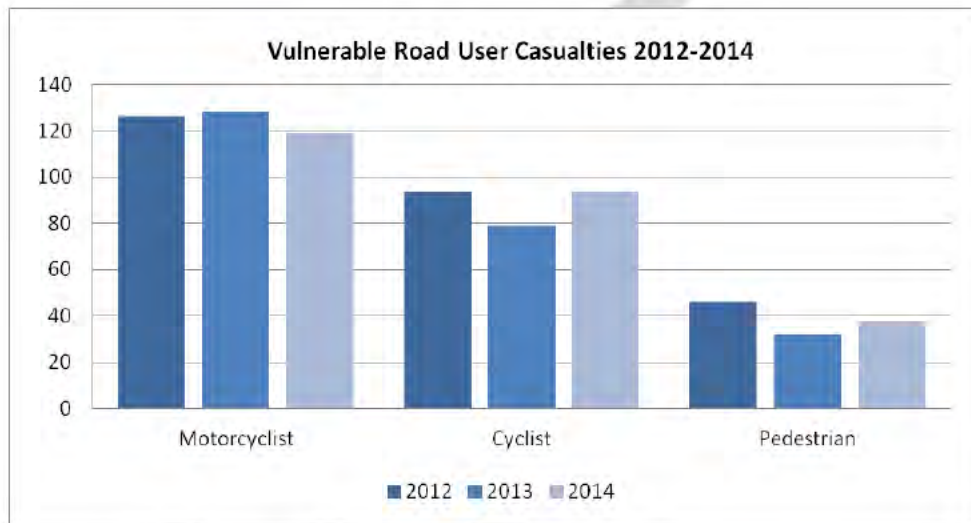
In 2014, four fatalities and 247 injuries involved vulnerable road users such as cyclists, pedestrians and motorcyclists⁶. These represent 40% of all road-related fatalities and 30% of all injuries. The ACT



Government is committed to improving road safety for vulnerable users including reduced speed limits in areas of high cyclist and pedestrian activity, road safety awareness campaigns and the continued implementation of on-road cycle lanes.

The Justice and Community Services Directorate (JACS) undertook consultation with key road user groups to develop the government’s response to the Standing Committee on Planning, Environment and Territory and Municipal Services report on the Inquiry into Vulnerable Road Users. JACS have progressed a number of recommendations agreed by government including: commencement of the motorcycle lane filtering trial; the Same Rights, Same Rules road safety awareness campaign about bicycles sharing the road; and establishing and working with a reference group to progress a range of cycling reforms.

Figure 4 - Vulnerable Road User Casualties 2012–2014



**Mode share for journey to work**

OBJECTIVE: By 2016, increase journey to work trips for walking to 6.5%, cycling to 6% and public transport to 10.5%

◆◆ Needs improvement

Objective	2011 Target ⁷	2011 Actual ⁸	2016 Target	2026 Target
Public Transport	9.0%	7.8%*	10.5%	16%
Cycling	5.0%	2.8%*	6.0%	7%
Walking	6.0%	4.9%*	6.5%	7%
Total	20%	15.5%*	23%	30%

*Updated data is not available for the 2015 Report Card

Growth in sustainable transport trips between 2006 Census and 2011 Census

Mode	Increase in 2011 Census journey to work trips compared to 2006 Census	% Increase
Public transport	1,380	12%
Cycling	910	24%
Walking	735	10%

The ACT Government has a target of achieving a sustainable transport mode share target of 23% by 2016 and 30% by 2026. Meeting these mode share targets will assist in achieving a variety of positive outcomes, including reducing transport emissions, improving road safety, reducing congestion and improving physical activity. Mode share is measured from journey to work data from the Australian Bureau of Statistics Census which is updated every five years; the next update is due to be released in 2016.

In 2011 the ACT's journey to work mode share for sustainable transport was: walking (4.9%), cycling (2.8%) and public transport (7.8%). There has been an increase in the total number of sustainable trips between 2006 and 2011.

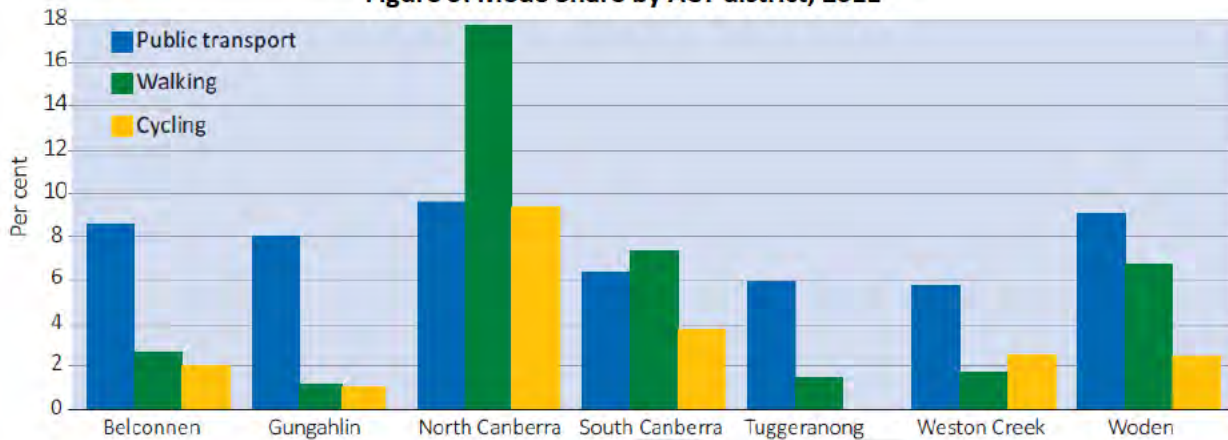
The ACT Government has invested in sustainable transport initiatives including Capital Metro light rail planning and design, public transport network improvements such as Network 14 and NXTBUS, and walking and cycling infrastructure improvements.

To encourage car users to use public transport, the ACT Government has provided 19 Park and Ride facilities across Canberra. Of the total 1072 park and ride spaces, the majority (67%) do not require permit to access the facilities and some spaces are allocated for people with disability. Recent survey findings suggested that, on average, the facilities have a 50% utilisation rate. The outcomes of the survey will inform the broader analyses and evaluation of Park and Ride provision in the ACT such as parking occupancy profiles and catchment areas. These will be used to assist with future public transport service planning, infrastructure planning and master plan development.

The 2011 journey to work data illustrates that districts with a higher proportion of employment in the ACT tends to have a higher proportion of journeys to work by sustainable transport. North Canberra has the highest proportion of public transport, walking and cycling in the ACT.



Figure 5: Mode Share by ACT district, 2011



The ACT Government has invested in the ACTION bus network in Canberra. In September 2014, Network 14 was launched to enhance the frequency and alignment of weekday and weekend bus routes. Network 14 added 10% more bus trips to the weekday timetable, 18% more trips on Saturday and 31% more on Sunday⁹.

Route 250 was also established as part of Network 14 to improve the connection between Belconnen and Gungahlin town centres. This generated up to 45 per cent of additional trips between the two centres.

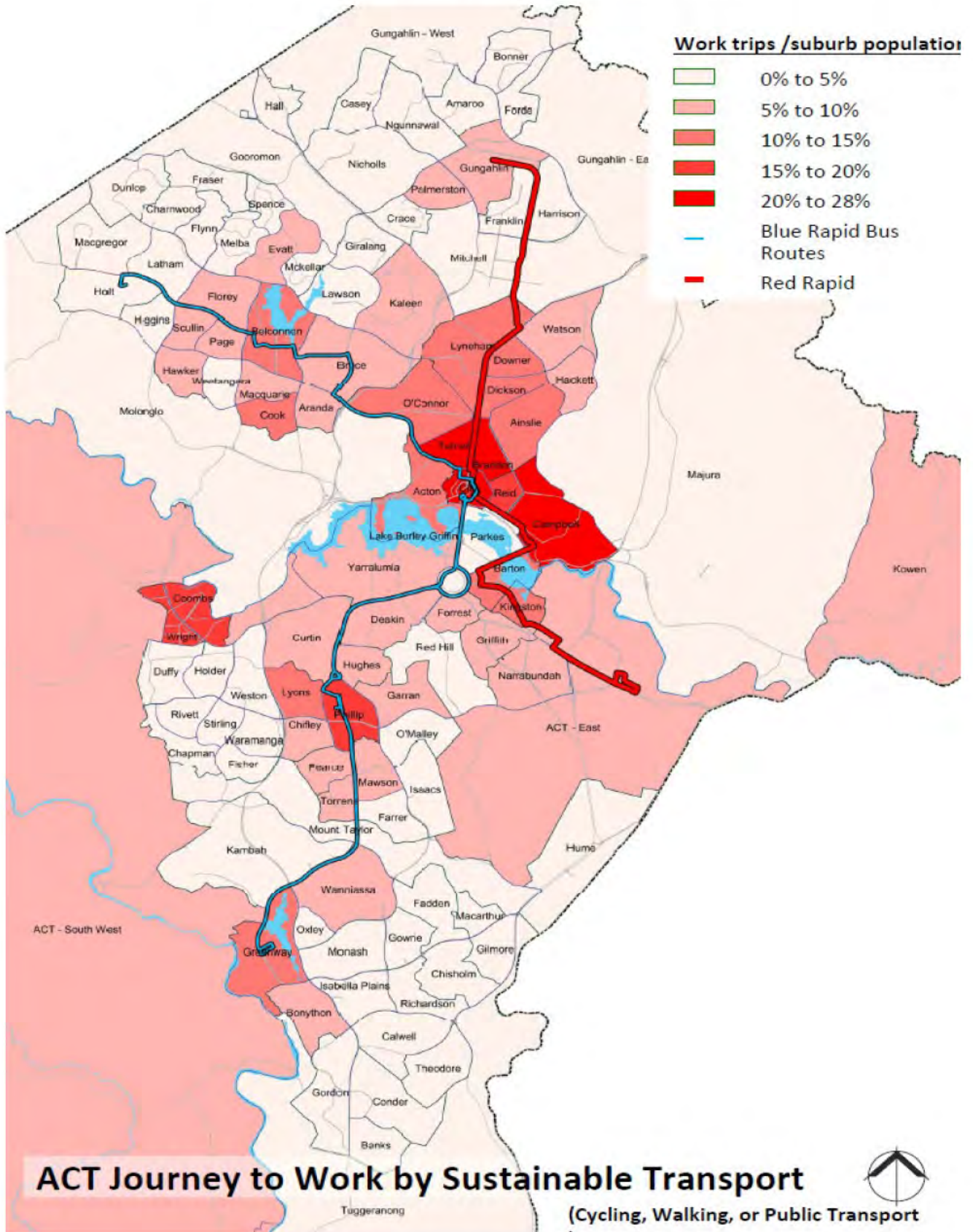
In 2014–15 over 17 million passenger journeys were made on ACTION buses. There were significant improvements through the Parliamentary Triangle with an 18% increase in services including two new dedicated morning peak services from Woden and services from Gungahlin.

The ACT Government also released an updated bus timetable in May 2015 to further improve the scheduling of buses to depart more evenly at destinations. At Erindale Centre, this has resulted in the maximum wait times reduce from 22 to 12 minutes.

Further, feeder bus services and Park and Ride facilities are expanding the reach of the Blue and Red rapid bus corridors. Most sustainable transport users live near or along these corridors including Gungahlin, Palmerston, Turner, Braddon, Phillip and Greenway among others (Figure 6).



Figure 6: ACT Journey to Work by Sustainable Transport, 2011





Sustainable

OBJECTIVE: By 2020, reduce ACT transport emissions by 138,000 tonnes

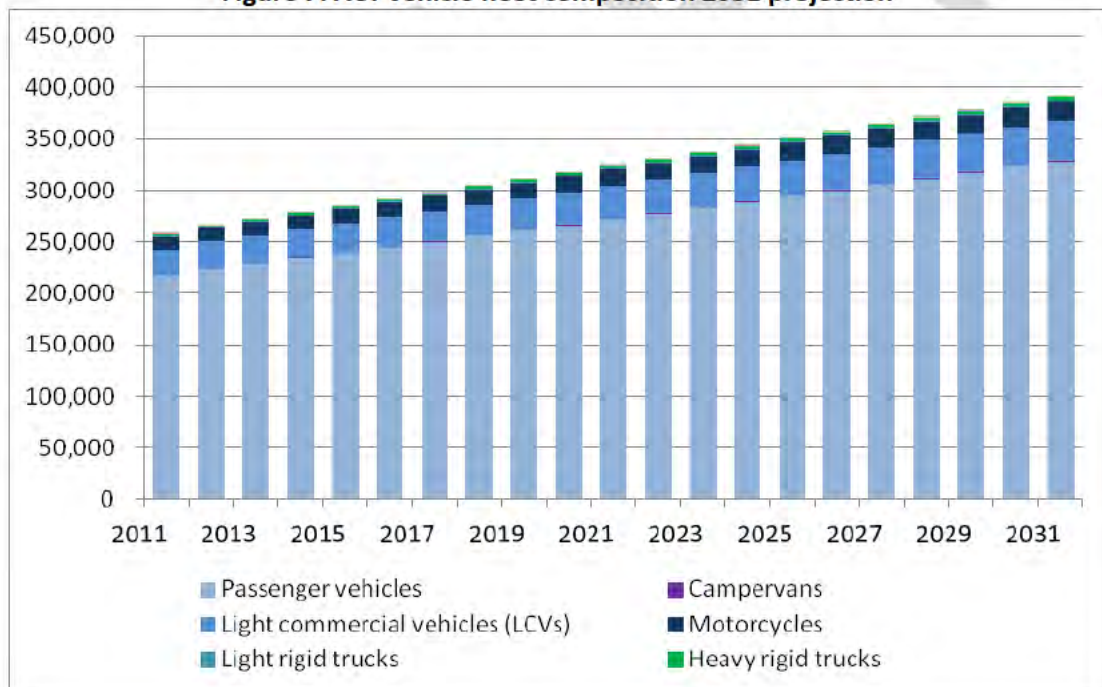
◆◆◆ On track to be achieved

Objective	Base (1990–2013)	2013–14
Transport emissions reduction	30% increase ¹⁰	2.8% decrease ¹¹

The ACT Government continues to address the challenges of climate change. Three key targets include: 40% reduction of 1990 emission levels by 2020; 80% reduction of 1990 emission levels by 2050; and zero net greenhouse gas emissions by 2060¹².

The transport sector currently comprises 25% of the total greenhouse gas emissions in the ACT, second only to stationary energy including electricity and gas¹³. Light vehicles account for almost 88% of the total ACT road transport emissions with heavy vehicles contributing around 12%. The size of the ACT vehicle fleet is projected to grow as population increases, with approximately 480,000 vehicles anticipated by 2031.

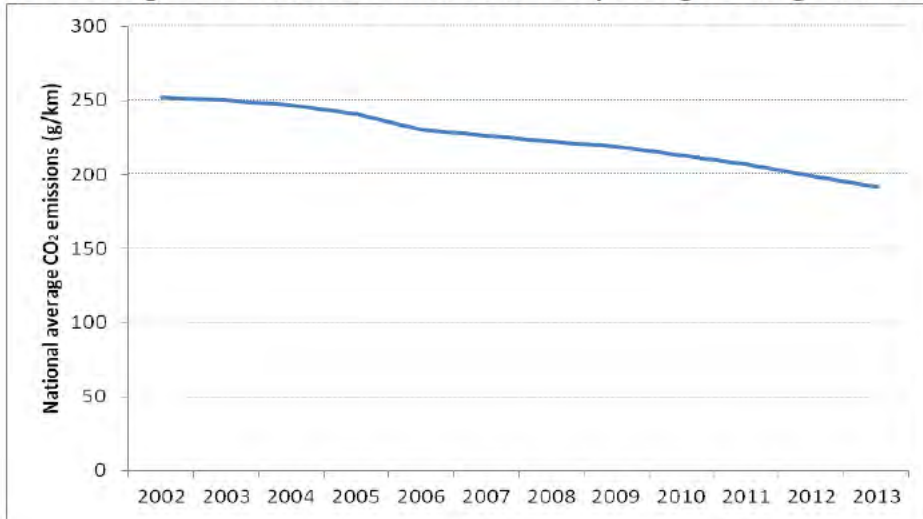
Figure 7: ACT vehicle fleet composition 2031 projection



Between 2011 and 2013, the national average for carbon dioxide emissions for new passenger and light commercial vehicles dropped by 7.8%¹⁴. The national trend is also reflected in the ACT where there has been growth in smaller and more fuel-efficient vehicles and a reduction in larger vehicle sales. In 2012, the ACT's average fuel consumption was 9.82 litres per 100km compared to the national average of 13.7 litres per 100km.



Figure 8: National average carbon dioxide emissions for new passenger and light commercial vehicles



Between 1990 and 2013, transport emissions grew by 30% in the ACT but from 2013 to 2014, emissions declined by 2.8%. While this shows change is occurring, further action is required to meet the legislated 40% reduction in greenhouse gas emissions from 1990 levels by 2020 and carbon neutrality by 2060.

Significant progress has been made by the ACT Government to encourage more sustainable and efficient vehicles in the ACT in order to reduce greenhouse gas emissions. The Government is currently preparing a Low Emission Vehicle Strategy that outlines directions and actions to guide government, business and industry on the approach to reduce emissions generated by transport through the ACT vehicle fleet.

In June 2015, the ACT Government introduced the Vehicle Emission Reduction Scheme to reduce emissions through incentives for the purchase of low emission light vehicles. Together with the discount in registration fees for electric and gas vehicles, these financial incentives encourage the purchase of low emission vehicles over conventional vehicles. The implementation of Transport for Canberra and the Low Emission Vehicle Strategy are estimated to provide a cumulative fuel cost saving of \$395 million¹⁵.



Active travel

OBJECTIVE Increase cycle and walking trips

◆◆◆ On track to be achieved

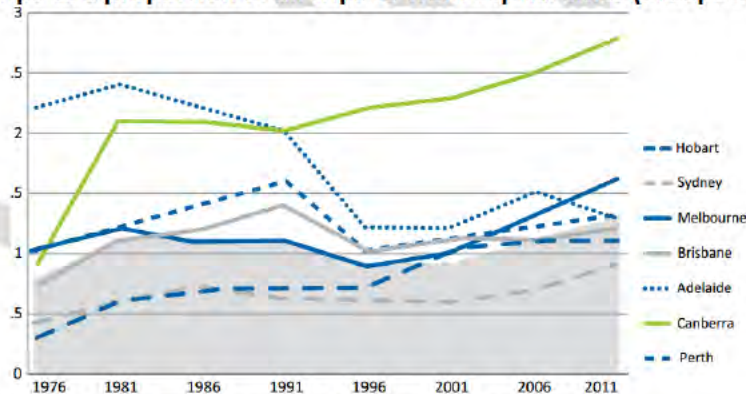
Objective	Base	Progress since 2011
Cycle volumes	18,942 (2011)	23,278 (2012)*
Walking mode share	4.9% (2011 Census)	6.5% (2011 target)*

*Updated data is not available for the 2015 Report Card

An important initiative of the ACT Government is increasing the proportion of people walking or cycling and improving the safety and convenience of these travel choices across Canberra. Active travel (walking and cycling) is a healthy form of travel that uses less energy and fewer financial and material resources than car-based travel. The benefits include reduced traffic congestion, individual health and wellbeing, neighbourhood interaction, social cohesion and reduced environmental degradation.

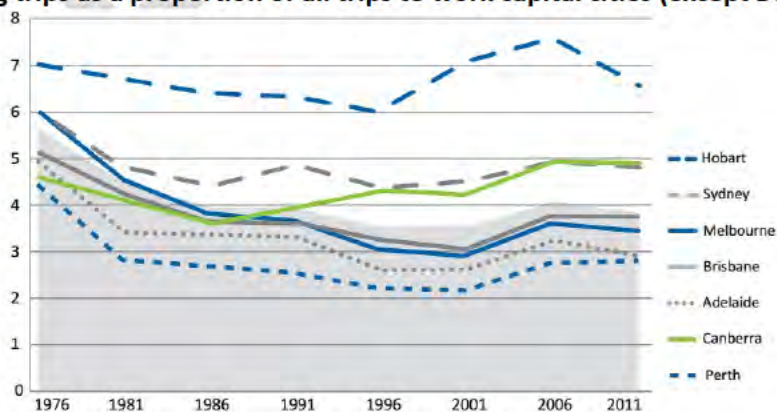
A new Active Travel Office has been established to oversee the implementation of new infrastructure and improvements to walking and cycling networks. The ACT has one of the highest participation rates of active travel among major Australian cities. This demonstrates the potential for Canberra to lead the nation in active travel. The ACT has the highest rate of cycling trips to work (Figure 9) and the second highest rate of walking trips to work (Figure 10) among Australian capital cities.

Figure 9: Cycling trips as a proportion of all trips to work capital cities (except Darwin), 1976–2011



Source: State of Australian Cities, 2013

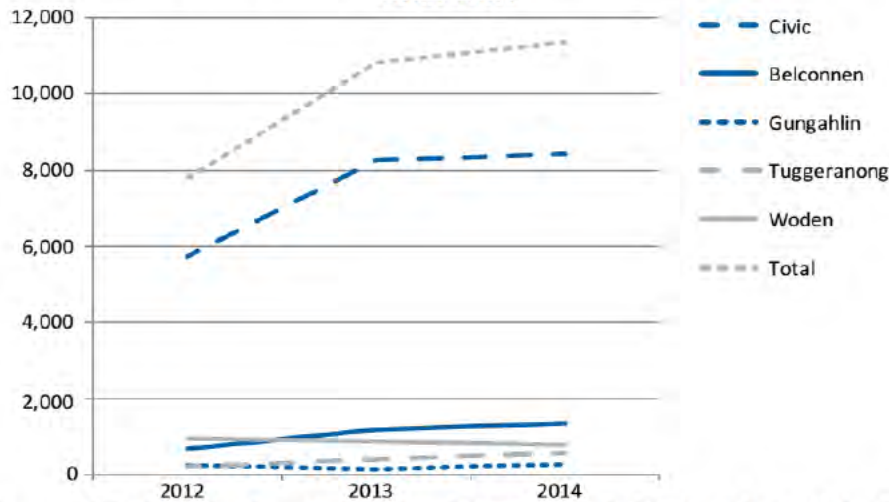
Figure 10: Walking trips as a proportion of all trips to work capital cities (except Darwin), 1976–2011



Source: State of Australian Cities, 2013

Between 2011 and 2012, average weekday cycle volumes across the ACT increased by 23%¹⁶. Comparative data for later years are currently not available; neither is data for walking. However, data is available for walking and cycling volumes into and out of the five major town centres (City, Belconnen, Gungahlin, Tuggeranong and Woden). Between 2012 and 2014, there was a 46% increase in the number of people walking and cycling (Figure 11). The highest numbers were recorded in the City, with more than 8400 counts across a typical week.

Figure 11: Number of people walking, cycling or riding into and out of the five town centres in the ACT, 2012–2014



Source: Pedal Power ACT, 2014, Cordon counts of walking and cycling into and out of the five town centres in the ACT

A recent National Cycling Survey found the cycling participation rate by residents of the ACT in 2014–15 was approximately 45%, which is higher than the national average of 36% (Figure 12). Further, around 77% of households in the ACT have access to at least one working bicycle (Figure 13).

Figure 12: Cycling participation rate

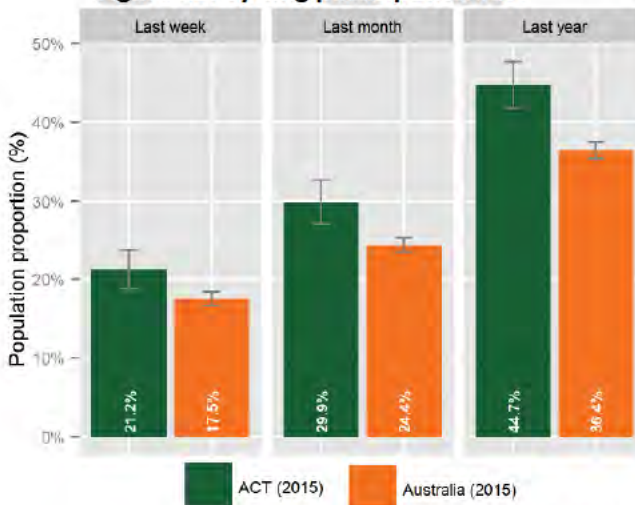
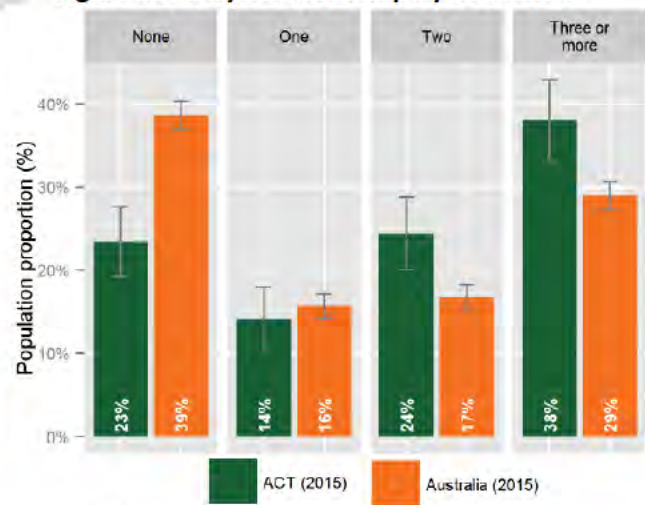


Figure 13: Bicycle ownership by household



Source: National Cycling Participation Survey, ACT 2015

The ACT Government aims to deliver cycling and walking infrastructure that is safe, well lit and sign posted, offering direct and convenient routes to destinations and integrated with public transport.



In the 2015–16 Budget, the ACT Government allocated over \$23 million for active travel infrastructure improvements. This includes new initiatives such as drinking fountains, bike rack upgrades including on ACTION buses, residential street improvements and the ACT Active Living Program. This highlights the commitment of the ACT Government to increase the proportion of people walking, cycling and riding for transport and recreation.

The Building an Integrated Transport Network—Active Travel (Active Travel Framework) was released in May 2015. It guides the continued investment in cycling and walking infrastructure, policies, education, planning and behavioural change initiatives, enabling more active lifestyles and increasing the uptake of active travel modes across the ACT. The Active Travel Framework also outlines how the ACT Government can better integrate planning and delivery of active travel initiatives to further encourage and support walking, cycling and riding as part of Canberra’s overall urban planning, transport, health, environment and education systems.

In May 2015 the ACT Government released its Building an Integrated Transport Network—Parking (Parking Action Plan), which includes a range of complementary demand management measures (supply, pricing and time limits) in high demand locations such that some users will opt for alternative modes such as public transport and active travel.

DRAFT



Progress of Transport for Canberra actions

There are 34 actions required to implement Transport for Canberra. These actions are the responsibility of all directorates as part of the government’s ongoing commitment to achieving sustainable transport outcomes. The table below highlights the progress made against each action and includes an assessment rating to indicate whether it has been achieved, is on track to be achieved or still requires further improvement.

- ◆◆◆◆ Objective achieved
- ◆◆◆ Objective on track to be achieved
- ◆◆ Objective needs improvement

Public transport

No.	Actions	Status
1	Continue to work with the community, peak bodies, businesses, the public sector, schools, tertiary institutions, community councils, vulnerable groups and others with an interest in transport to deliver Transport for Canberra, including adding transport as a standing agenda item to the Planning and Development Forum.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Transport related matters, including the Active Travel Framework, are regularly discussed at the EPD Planning and Development Forum. • ACTION is cooperating with school stakeholders to undertake a School Transport Study and create a new Provision of Dedicated School Bus Services Policy.
2	Adopt the Frequent Network of public transport services to guide planning and design of public transport and active travel infrastructure, land supply programs, urban development and location of facilities.	<p>◆◆ Needs improvement</p> <ul style="list-style-type: none"> • Upgrades to bus stop infrastructure along the frequent corridor between Belconnen and Kippax are underway, including the upgrade to bus stop waiting areas and connecting pathways. • TAMS Public Transport in conjunction with Roads ACT is currently reviewing the options for locating bus stops on Athllon Drive adjacent to Wanniasa Shops. It is expected that a review of design options will be completed by December 2015.
3	Actively plan for mass public transport like light rail or bus rapid transit in all new public transport infrastructure planning and design.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • TAMS Public Transport continues to work with Capital Metro to ensure bus services are planned and integrated with the proposed light rail. Planning is underway for bus stations at Gungahlin and Dickson to integrate with light rail.
4	Grow the bus fleet to respond to patronage growth and deliver the Frequent Network, and ensure the new bus fleet minimises greenhouse gas emissions, maximises patronage potential, and obtains value for money for the Territory.	<p>◆◆ Needs improvement</p> <ul style="list-style-type: none"> • The replacement fleet strategy does not provide for growth. Additional fleet and associated infrastructure to house and maintain a larger fleet are required to meet this action.
5	Continue to expand Park and Ride and Bike and Ride facilities.	<p>◆◆◆◆ Achieved</p> <ul style="list-style-type: none"> • EPD has undertaken a number plate survey on the performance of the 19 Park and Ride locations to better understand how Park and Ride operates across the ACT.



		Key findings suggested that, overall, there is 50% utilisation of the 1072 total parking spaces on average and the facilities cater to both permit and non-permit holders as well as disabled users.
6	Continue to provide and promote bike racks on buses, with 80% of the bus fleet to be fitted with racks by December 2012.	<p>◆◆◆◆ Achieved</p> <ul style="list-style-type: none"> • ACTION is continuing to explore options to increase the percentage of buses that can carry bikes. Work is continuing on promotion activities.
7	Continue to work with Queanbeyan City Council and the NSW Government with the aim of creating a seamless public transport corridor between the ACT and Queanbeyan via Canberra Avenue, and work with the NSW Government and regional councils to progress better transport connections to existing and planned developments.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Engagement with Queanbeyan City Council, regional councils and the NSW Government is continuing to improve transport connections through the Canberra Plus One project under the auspices of the NSW–ACT Memorandum of Understanding. • High Speed Rail discussions are ongoing with the Australian Government. • The Light Rail Master Plan is considering potential cross-border light rail demand and network options.
8	Adopt interim minimum coverage standards for public transport services and finalise the standards by 2013 following an analysis of MyWay data and an audit of walking and cycling connections to the public transport network.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • The Coverage Service Delivery Study and the Walkability Study were completed. Final coverage standards will be determined by 2016.
9	Include seven day network in ACTION enterprise bargaining agreement in 2013.	<p>◆◆ Needs improvement</p> <ul style="list-style-type: none"> • The weekend network launched in September 2014 included improvements to mirror weekday services. However, service delivery constraints continue to impede the delivery of a seven day network.
10	Implement the bus network design guidelines based on international best practice for service design, including meeting the wait time targets identified in Transport for Canberra: <ul style="list-style-type: none"> • Average wait time 7.5 – 15 minutes (2013) • Average wait time 5 – 10 minutes (2016). 	<p>◆◆ Needs improvement</p> <ul style="list-style-type: none"> • Wait time targets cannot be delivered without implementing the Transport for Canberra frequent network.
11	Complete a review of community transport in 2012–13 and Aboriginal and Torres Strait Islander transport disadvantage in the ACT by 2012.	<p>◆◆◆◆ Achieved</p> <ul style="list-style-type: none"> • Community Transport and Aboriginal and Torres Strait Islander transport disadvantage reviews have been completed. • The ACT Government has also funded a pilot Flexible Transport Office in TAMS. The Flexible Transport Office, incorporating the Flexible Bus Service, the Community Transport Coordination Centre and the Indigenous Community Bus Program are in their second full year of funding.
12	Use MyWay data to explore the feasibility of trialling flexible transport services by 2013.	<p>◆◆◆◆ Achieved</p> <ul style="list-style-type: none"> • The Flexible Transport Office (refer to Action 11 above) will be the trial of flexible transport services through better coordinating existing community transport and centralising



		bookings.
13	Work with primary, secondary and tertiary schools to promote and provide effective, accessible and convenient public transport options. The government focus for future public transport for Canberra's tertiary institutions will be on: <ul style="list-style-type: none"> • more frequent and accessible services • better promotion of and access to existing services • better pricing mechanisms. 	<p>◆◆◆ On track to be achieved</p> <p>Transport access guides for the Australian National University, University of Canberra and Canberra Institute of Technology campuses have been prepared.</p> <p>Ride or Walk to School (RWTS), a plan to encourage active travel in the ACT, was launched in September 2012. Funded by ACT Health, the RWTS program provides support and resources for students, teachers and school communities to increase active travel to and from school.</p>
14	Continue to progress the recommendations from the ACT Taxi Review.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • The Taxi Industry Innovation Review, which has been developing new regulatory framework options, is in its advanced stages. The six-week community consultation, which closed in June 2015, received over 60 written submissions and more than 2,000 responses to surveys, including from people living with disabilities. The government will consider options by the end of 2015.
15	Design the public transport network to be genuinely competitive with car travel, and continue to invest in infrastructure to support the delivery of the Frequent Network, including smart technology such as real time passenger information and the MyWay ticketing system, stations, stops, transitways and other infrastructure.	<p>◆◆ Needs improvement</p> <ul style="list-style-type: none"> • Network 14 commenced on 1 September 2014. NXTBUS (real time passenger information) was also implemented in 2014. • Investment in bus stations and major stops: College Street, Marcus Clarke Street, Barry Drive and the ANU Precinct and Erindale Bus Station. • Transitways and bus lanes: Belconnen to City transitway (stage 1) was completed in 2013. Canberra Avenue bus priority lane was completed in 2014. • Capital Metro Agency is responsible for the planning and delivery of light rail in stage 1: Gungahlin to the City, which has progressed substantially since 2012.
16	Continue to monitor the implementation of the recommendations of the ACT Accessible Public Transport Action Plan.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • The 2013–2018 Action Plan for Accessible Public Transport was released in 2014. The government will monitor the implementation of the plan.
17	Adopt an operating speed standard of 40 km/hr for the Rapid Service to guide the infrastructure investment program.	<p>◆◆ Needs improvement</p> <ul style="list-style-type: none"> • Average speed has increased from 31.2 to 31.8 km/h for rapid corridors in Network 14.

Active travel

No.	Actions	Status
18	Complete shared path networks in the town centres and major employment areas and develop a commuter cycle network with high quality cycling infrastructure that is safe and well signposted, offering direct routes to destinations and integrated with public	<p>◆◆◆ On track to be achieved</p> <p>The City Cycle Loop Stage 3 works are complete. The TAMS 2015–16 Capital Works program is progressing the delivery of Better Connections to Better Places master planning by delivering:</p>



	<p>transport.</p>	<ul style="list-style-type: none"> • Feasibility Study – Belconnen Town Centre improved cycling connections • Feasibility Study – Tuggeranong Town Centre improved cycling connections • Feasibility Study – West Belconnen to Belconnen improved cycling connections • Forward Design – Kingston Group Centre Pedestrian and Cycle improvements stage 1 • Forward Design – Woden Town Centre cycle and pedestrian network improvements • Design and Construct – Kambah Group Centre public domain improvements stage 1 • Design and Construct – Anketell Street North upgrade stage 1 • Design and Construct – Weston Group Centre - Brierly St, Trenergy Square upgrades <p>TAMS is also delivering as part of the Strategic Cycle Network Plan:</p> <ul style="list-style-type: none"> • Forward Design – Molonglo to City Cycle Highway • Construction – Age-Friendly Suburb upgrades in Ainslie and Weston
<p>19</p>	<p>Investigate new types of transport infrastructure and services including shared spaces, segregated lanes, priority at intersections, electric bikes and public cycle parking facilities in the city.</p>	<p>◆◆◆ On track to be achieved</p> <p>Implementation of the 40 km/hr zones at group centres is complete. The TAMS 2015–16 Capital Works program is constructing a number of network improvements:</p> <ul style="list-style-type: none"> • Implementation of priority intersections on Sullivans Creek • Investigation of a shared zone in Kingston Group Centre • Investigation of a shared zone on Anketell Street North • Implementation of innovative art styled bike racks in the city • TAMS is working with JACS on the implementation of 1 metre and 1.5 metre passing legislation • TAMS is working with JACS on the implementation of cycling over pedestrian crossings and development of new style crossings.
<p>20</p>	<p>Release an Active Travel to School Strategy to support students, teachers and school communities to increase active travel to school by 2016.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Currently, 52 ACT schools are actively participating in the RWTS program launched in 2012. All ACT schools are able to access program resources that support increasing active travel to and from school on the Physical Activity Foundation website. • As part of RWTS, an Active Streets pilot is being undertaken at four schools participating in RWTS. The aim is to analyse the effectiveness of existing ACT Government initiatives and programs in increasing the number of children who walk and ride to school.
<p>21</p>	<p>Amend design guides and update standards to prioritise active travel by updating minimum</p>	<p>◆◆◆ On track to be achieved</p>



	<p>standards and engineering drawings to facilitate the development of accessible bicycle and pedestrian-focused infrastructure (including end-of-trip facilities), shared spaces and active streets.</p>	<ul style="list-style-type: none"> • Draft Active Travel Design Standards and new planning guideline documents completed. • Currently completing the Active Travel Practitioners Tool as part of the updated delivery process. • TAMS and EPD continuing to work together to develop the planning guideline into a Territory Plan code and develop and implement other reforms. The draft Active Travel Design Standards will undertake a two year testing to finalise the document.
22	<p>Deliver road safety awareness programs for motorists, cyclists and pedestrians to reduce crashes and crash rates and engender a culture of sharing the road system with others.</p>	<p>◆◆◆◆ Achieved</p> <p>The government’s Road Safety Awareness Program addresses key road safety issues identified in the ACT Road Safety Strategy. The program in 2014–15 included:</p> <ul style="list-style-type: none"> • Share the Road – a campaign promoting the message of drive or ride – same rights, same rules, clarifying that bicycles are legally classified as vehicles and have the same rights and must follow the same rules as other road vehicles. • Stop Pushing the Limits – a campaign centred on a question to drivers of what it would take for them to notice and comply with the speed limit. • Tailgating – a campaign highlighting the impact of tailgating on the ACT community, encouraging drivers to slow down and provide a safe gap to the car in front. • Motorcycle lane filtering – a campaign focused on community awareness of the introduction and conditions of a two year motorcycle lane filtering trial. <p>Work also progressed in 2014–15 to develop a new road safety campaign about drug driving. An integrated marketing campaign (including television) will be developed for broadcast in the 2015–16 financial year.</p>
23	<p>Explore the establishment of a taskforce of government and external stakeholders to promote, and develop programs to support physical activity and its associated health, wellbeing, economic, social inclusion, environmental and transport benefits and establish a whole-of-government working group to implement active travel projects that support physical activity.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Towards zero growth: Healthy Weight Action Plan was launched in October 2013. • The Healthy Weight Action Plan identifies six activity clusters, including urban planning. A key urban planning action is to promote and prioritise active travel though the implementation of Transport for Canberra. A whole-of-government steering committee provides direction for the implementation of the action plan. • The action plan recognises that good public transport supporting active travel is a key feature of the government’s approach to transport and master planning and seeks to build on Canberra’s walking and cycling path networks. • The Healthy Living 2014–15 report, released in August 2015, provides an annual report on the Healthy Weight Initiative implementation.



Roads, parking, vehicles and freight

No.	Actions	Status
24	<p>Complete Majura Parkway and road connections for new developments, manage capacity on the road network, and maintain and upgrade the Territory's road assets.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • In May 2015, Majura Parkway was partly opened to traffic between the Federal Highway and Fairbairn Avenue. This has taken pressure off Northbourne Avenue and other roads to the city. Construction is due to be completed in 2016. • In February 2015, the Australian Government allocated \$3.2 million for the construction of truck lay-bys (northbound and southbound) along the Federal Highway. Works include deceleration and acceleration lanes, installation of a weigh-in-motion station, signage and lighting. Construction is due for completion in mid-2016. • Travel demand modelling is being undertaken using multi-modal (traffic, public transport and cycling) strategic transport model. • Public transport journey planning is enhanced by the Google Transit Trip Planner and NXTBUS Real Time Information. • Road safety programs are ongoing. • Road maintenance funding is ongoing with more than \$50 million spent in 2014–15.
25	<p>Implement the Strategic Parking Framework in Transport for Canberra.</p>	<p>◆◆◆◆ Achieved</p> <ul style="list-style-type: none"> • In May 2015 the ACT Government released its Parking Action Plan, Building an Integrated Transport Network – Parking. • A review of the Parking and Vehicular Access General Code is underway to improve clarity for developers. • Enforcement is underway following the implementation of pay parking in the Parliamentary Zone. • The parking fee determination was updated, including the implementation of after-hours parking near the city centre's theatre and convention precincts to promote better efficiency of parking in these locations. • The Parking Coordinator-General continues to chair a cross-directorate parking coordination group, facilitating a prompt and integrated response to a range of parking issues. • A trial of smart parking technology is on track for 2016. • The progressive movement of long-stay parking areas to the periphery of the city centre and town centres is ongoing. A number of parking areas in Braddon have been recently converted from long-stay to short-stay carparks to support businesses in recently completed developments nearby. • Three-for-Free parking spaces remain available in the city centre and town centres to encourage car pooling by commuters on weekday mornings. • The installation of ticket machines to replace coin-operated meters in on-street parking locations is



		<p>continuing and is expected to be complete by the end of 2015.</p> <ul style="list-style-type: none"> • A compliance framework has been established for the monitoring and enforcement of parking regulations in the ACT. • Work has begun on the establishment of a parking offset fund.
26	<p>Release a low emission vehicle strategy by June 2013, including an evaluation of the Green Vehicles Duty Scheme to identify how it could better encourage the purchase of lower emissions vehicles including electric vehicles.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Building an Integrated Transport Network—Low Emission Vehicles (Low Emission Vehicle Strategy) is being prepared based on a low emission vehicles discussion paper and feedback gathered during community consultation. The strategy will aim to reduce vehicle-generated greenhouse gas emissions through actions that are effective in reducing passenger vehicle emissions while considering ease of implementation.
27	<p>Develop and release an ACT Freight Strategy.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • Building an Integrated Transport Network—Freight (Freight Strategy) was released in October 2015. The vision of the Freight Strategy is to deliver an efficient, safe and sustainable freight network and services for a growing ACT and regional economy and community while protecting urban amenity and freight access.
28	<p>Complete an ACT Government sustainable fleet strategy by 2013.</p>	<p>◆◆◆ On track to be achieved</p> <p>This action has been rolled into the Low Emission Vehicle Strategy.</p>

Travel demand management

No.	Actions	Status
29	<p>Deliver travel behaviour change programs to promote and encourage greater take-up of sustainable transport for work trips in line with sustainable transport goals.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • The updated Canberra and Queanbeyan cycling and walking map provides clear information on walking and cycling routes. • A whole-of-government carpooling pilot was trialled in 2012–13. Due to limited uptake, the pilot has not been continued. • Public transport promotion is ongoing. ACTION trialled \$1 early bird bus fares in May 2014.
30	<p>Develop and implement travel information and marketing for target groups, supported by market research and community-based social marketing approaches.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • NXTBUS (real time passenger information) has been rolled out as part of Network 14. Public transport promotion is ongoing including the promotion of Park and Ride and Bike and Ride information on ACTION busses.
31	<p>Develop workplace travel plan templates and a cycle facilities guide.</p>	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none"> • This work is currently underway and is part of the Active Travel Framework.
32	<p>Develop and release an ACT Government</p>	<p>◆◆◆ On track to be achieved</p>

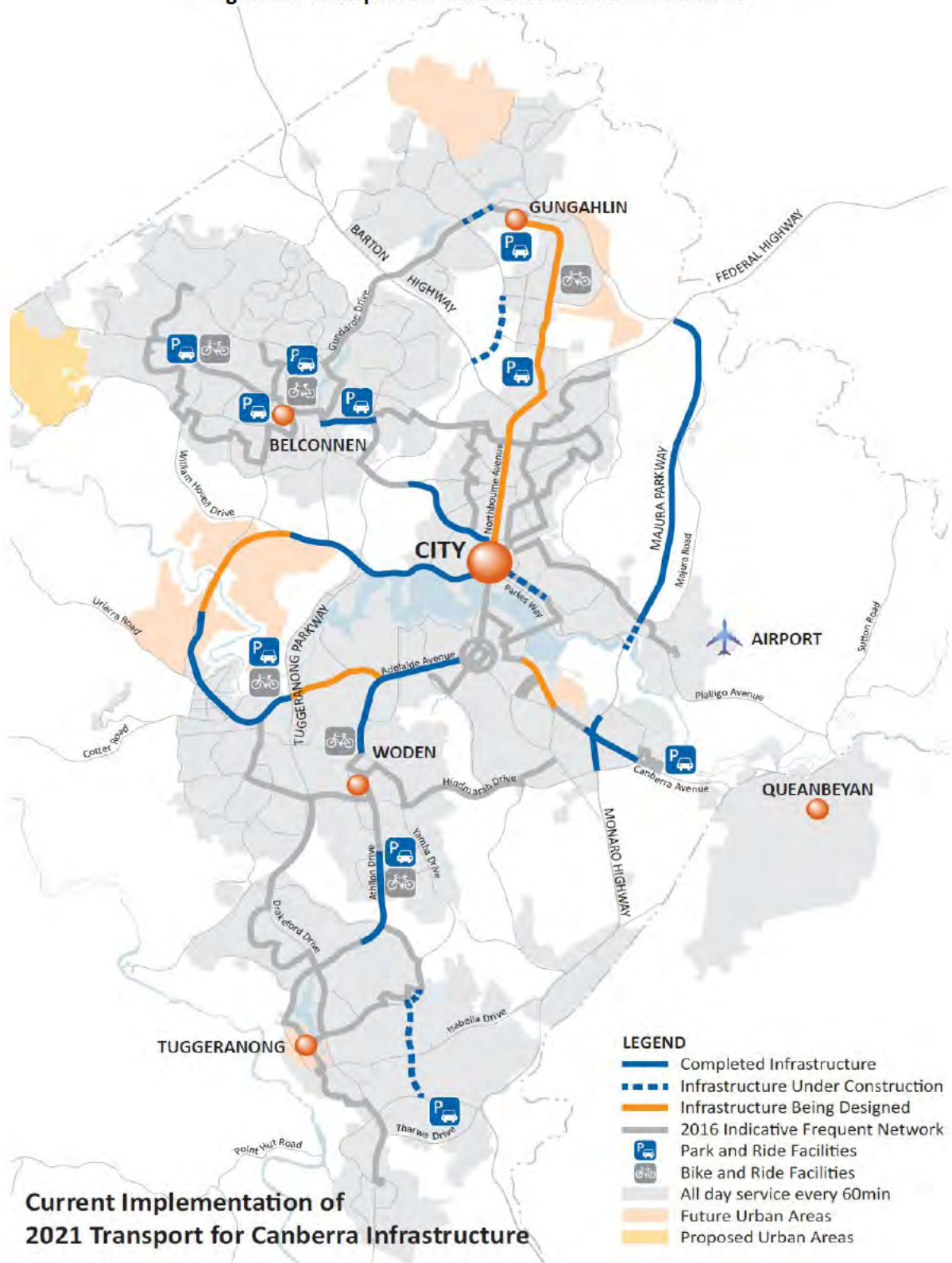


	Transport Pricing Policy by June 2013.	<ul style="list-style-type: none">• This has been largely achieved through the Parking Action Plan.• The government commissioned an investigation into interactions between public transport and parking pricing and demand. This analysis considered options to ensure decisions on parking prices are considered in conjunction with a wide range of complementary and related policy settings and other transport subsidies consistent with strategic government objectives• The policy directions have been incorporated into the Parking Action Plan released in May 2015.• The Parking Action Plan provides guiding criteria on how parking fees differ between core and peripheral areas, reflecting differing levels of demand for spaces by time period and locations.
33	Release an annual Transport for Canberra update report from 2012–13, and review and update Transport for Canberra in five years.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none">• The first Transport for Canberra Report Card was released by the Minister for Planning, Mick Gentleman, in September 2014. The report card provided an update on the actions in Transport for Canberra and shows significant progress in all aspects. This report card covers the period from July 2014 to September 2015 and further highlights continuing progress made on key initiatives.
34	Progressively improve transport policies, programs, infrastructure and services each year, taking into account the benefits and costs of initiatives to deliver Transport for Canberra actions and meet targets.	<p>◆◆◆ On track to be achieved</p> <ul style="list-style-type: none">• This is an ongoing action that is reflected in progress across the whole report card.

Progress towards 2021 Transport for Canberra infrastructure

Between 2012–13 and 2014–15, the ACT Government has invested over \$495 million in significant infrastructure to support the implementation of Transport for Canberra as shown in Figure 14.

Figure 14: Transport for Canberra infrastructure in 2015





Endnotes

¹ Australian Bureau of Statistics, Cat 3218.0 Regional Population Growth, 31 March 2015

² Ibid.

³ Land Development Agency Sales Data, 2014/15

⁴ Disability Standards for Accessible Public Transport 2002

⁵ ACT Road Safety Strategy 2011-2020 - Road Safety Report Card 2014, Justice and Community Services

⁶ Ibid.

⁷ Transport for Canberra, 2012, Environment and Planning Directorate

⁸ Australian Bureau of Statistics Census Data, 2011

⁹ ACTION Network Review, A Comparative Study of Network 12 and Network 14, October 2014

¹⁰ AP2: A new climate change strategy and action plan for the Australian Capital Territory, ESDD, 2012

¹¹ Independent Competition and Regulatory Commission, 2013, ACT Greenhouse Gas Inventory Report 2012-13 and 2013-14

¹² AP2: A new climate change strategy and action plan for the Australian Capital Territory, ESDD, 2012

¹³ Pitt & Sherry (2015), Interim ACT Greenhouse Gas Inventories for 2012-13 and 2013-14

¹⁴ AP2: A new climate change strategy and action plan for the Australian Capital Territory, ESDD, 2012

¹⁵ Ibid.

¹⁶ TAMS ACT Bicycle Volumes, 2015



Transport Coordination Group

MINUTES

6 April 2016, 10.30am – 11.15am

Executive Boardroom South Building, Dame Pattie Menzies House,
16 Challis Street, Dickson

Present: Paul Peters (Chair), Ben McHugh, Renee Gallo (TaMS), Kuga Kugathas, Katrina Wyse, Tim Wyatt, Suzanne Jurcevic (EPD); Glenn Lacey (CMTEDD); David Horner (JaCS); Steve Anderson (CMA); David Jones (ETD) John Ludvigson (Health)

Apologies: Gary Rake, Tony Gill, Bronwen Duke, Tony Carmichael, Karen Greenland, Dave Richardson, David James, Michael Warylo, Steven Sanberg

Item	Comments
1	Welcome: Paul Peters welcomed members
2	Previous minutes and action items: Accepted. Draft Terms of Reference (ToR) will be circulated to members for comment prior to next meeting
3	Transport Coordination Group <ul style="list-style-type: none">– The draft ToR were going to be circulated to group members for review and comment prior to this meeting. However, EPD were working with CMTEDD on the crossover between the Transport Coordination Group and implementation of Transport Canberra and its reporting structures and the draft ToR will be updated to reflect these discussions and CMTEDD input.– It was agreed that the draft ToR will be provided to group members for review once these issues have been resolved - Attachment A.– Paul Peters will contact Alex regarding the progress of CMTEDD input into the ToR
4	Transport for Canberra Implementation <ul style="list-style-type: none">– Actions from the Government Response to the Auditor General report on Public Transport: The Frequent Network (Attachment B) will be included with the draft Transport Coordination Group Terms of Reference.– Transport for Canberra Implementation will also be included as a standing item for discussion at future TCG meetings.
5	Out of scope

6	<h1>Out of scope</h1>
7	
8	
9	
10	
	Action <ul style="list-style-type: none">a) Paul Peter's to liaise with CMTEDD to get comments on the draft TOR. These will then be circulated to group members for review and comment.b) <i>Transport for Canberra</i> implementation actions will be included with the Transport Coordination Group ToR.c) Out of scope

Next Meeting

Wednesday 11 May, 2016

ACTION PLAN

Subject: Public Transport: The Frequent Network

Description of Main Findings/Recommendations

Description	Action/implementation strategy	Desired outcome	Performance measures	Completion date/date of effect	Monitoring/review of requirements
<p>Recommendation 1</p> <p>Governance and Administration (High Priority)</p>	<ul style="list-style-type: none"> a) develop a short term (e.g. 5 year) whole of government public transport implementation plan with specific targets and timelines; b) identify an appropriate whole of government group and charge it with the responsibility for coordinating, monitoring and reporting on the implementation of <i>Transport for Canberra</i>, including delivery of the Frequent Network; c) establish an accountability mechanism so the whole of government group undertakes its responsibilities; and d) develop a cross agency risk assessment and management mechanism for 	<p>To improve the governance and administration associated with the implementation of <i>Transport for Canberra</i> (and therefore the Frequent Network), to enable whole-of-government oversight, monitoring and review of all public transport initiatives.</p>	<p>A whole of government transport coordination group of senior executives oversee the implement of the Frequent Network and:</p> <ul style="list-style-type: none"> a) develop a short term public transport implementation plan with specific targets and timelines b) coordinate, monitor and report on the implementation of <i>Transport for Canberra</i>, including the delivery of the Frequent Network. c) establish an accountability mechanism d) develop a cross agency risk assessment and management mechanism for <i>Transport for Canberra</i>, including delivery of the Frequent Network. 	<ul style="list-style-type: none"> a) the short term (5year) public transport implementation plan will be completed by mid 2017 b) a whole of government group will commence meeting in early 2016 c) the accountability mechanism will be established in mid 2016 d) a cross-agency risk assessment will be completed by the first quarter of 2017 	<p><i>Transport for Canberra</i> implementation monitoring</p>

Description	Action/implementation strategy	Desired outcome	Performance measures	Completion date/date of effect	Monitoring/review of requirements
	<i>Transport for Canberra</i> , including delivery of the Frequent Network.				
Recommendation 2 <i>Transport for Canberra</i> Monitoring and Reporting Framework (High Priority)	a) use the measures and targets identified in the <i>Transport for Canberra</i> Monitoring and Reporting Framework; b) develop baseline measures and systems so that the required data can be collected, recorded and analysed; and c) ensure summary comments on progress are accurate, and include information that justifies claims of 'On track to be achieved'; and specifying what 'needs improvement'.	Improved reporting on the implementation of <i>Transport for Canberra</i> in the annual <i>Transport for Canberra</i> Report Card.	a) Future <i>Transport for Canberra</i> report cards will report against the measures and targets identified in the <i>Transport for Canberra</i> Monitoring and Reporting Framework, where data is available. b) The whole of government transport coordination group will examine other baselines, measures and systems that can be implemented so that the required data can be collected, recorded and analysed. c) The whole of government transport coordination group will review the criteria used to assess the transport performance measures in <i>Transport for Canberra</i> and provide additional detail to justify the progress comments.	a) End of 2016 b) 2016/17, subject to budget funding c) End of 2016	<i>Transport for Canberra</i> implementation monitoring

Description	Action/implementation strategy	Desired outcome	Performance measures	Completion date/date of effect	Monitoring/review of requirements
Recommendation 3 Household Travel Survey	Undertake a household travel survey.	To collect detailed data on travel behaviours in the ACT that will be used inform transport policies, their planning and performance measures.	Identify opportunities through existing and future data collection.	Funding for a household travel survey is subject to 2016-17 budget consideration.	<i>Transport for Canberra</i> implementation monitoring
Recommendation 4 Periodic Performance Review of Frequent Network	Use the quantitative operational data available from ACTION business systems including MyWay, HASTUS and NetBI to review the performance of the Frequent Network.	To provide a stronger basis on which to develop, implement and inform the overall management of the Frequent Network.	Territory and Municipal Services Directorate (with responsibility transferring to Transport Canberra from 1 July 2016) will develop a reporting framework within the existing business systems to review the performance of the Frequent Network that is currently implemented. The reporting framework will also note areas of the proposed frequent network that have not yet been delivered, and provide an explanatory statement on why it has not been achieved	A reporting framework for the frequent network will be developed in conjunction with the design of the next ACTION network revision, scheduled for mid 2016.	<i>Transport for Canberra</i> implementation monitoring
Recommendation 5 Embedding Transport Corridors in Urban Planning Documents (High Priority)	Embed the rapid transport corridors into the Territory Plan and work with the Australian Government to also embed these corridors in the National Capital Plan.	To provide certainty with respect to the location of rapid transport corridors in the ACT.	a) The Environment and Planning Directorate will complete a variation to the Territory Plan which updates the Intertown Public Transport Route overlay, and	a) The variation to the Territory Plan will recommence in the last quarter of 2016, subject to the completion of the Light Rail Network Plan and the	<i>Transport for Canberra</i> implementation monitoring

Description	Action/implementation strategy	Desired outcome	Performance measures	Completion date/date of effect	Monitoring/review of requirements
			<p>therefore embeds the rapid transport corridors of the Frequent Network.</p> <p>b) The Environment and Planning Directorate will continue to work with the National Capital Authority to include an overlay which reflects the rapid corridors of the Frequent Network in the revised National Capital Plan (Draft Amendment 86).</p>	<p>Territory Plan work program priorities.</p> <p>b) The revised National Capital Plan is expected to be finalised in mid 2016</p>	
<p>Recommendation 6</p> <p>Addressing ACTION's Operational Risks (High Priority)</p>	<p>a) identify and provide options to the ACT Government for overcoming the adverse effects of the Enterprise Bargaining Agreement (EBA) on the ability of ACTION to manage in a more flexible manner to meet demand; and</p> <p>b) identify and provide options to the ACT Government for funding an increase in bus numbers and expanding the number of depots. (This could be done as part of a short term (e.g. 5</p>	<p>Territory and Municipal Services Directorate will address key operational risks to the implementation of the Frequent Network</p>	<p>a) Territory and Municipal Services Directorate (with responsibility transferring to Transport Canberra from 1 July 2016) will work closely with the Public Sector Workplace Relations area of Chief Minister, Treasury and Economic Development Directorate to identify and provide advice on areas of the existing ACTION EBA that limit the flexibility of service delivery and demand management on the</p>	<p>a) The next round of EBA negotiations are scheduled to commence in October 2016</p>	<p><i>Transport for Canberra</i> implementation monitoring</p>

Description	Action/implementation strategy	Desired outcome	Performance measures	Completion date/date of effect	Monitoring/review of requirements
	years) whole of government public transport implementation plan – refer to Recommendation 1)		ACTION bus network. b) The ACT Government has announced the creation of a new directorate, Transport Canberra, which will be responsible for identification and options for delivery of the Frequent Network. The new directorate will be part of the whole of government public transport coordination group referred to in Recommendation 1.	b) Transport Canberra will come into effect on 1 July 2016.	

Actions from Government Response to Auditor General's Report No 9 of 2015
Public Transport: The Frequent Network

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
Recommendation 1 Governance and Administration (High Priority)	a) develop a short term (e.g. 5 year) whole of government public transport implementation plan with specific targets and timelines;	a) the short term (5year) public transport plan will be completed by mid 2017	a) A Roads and Public Transport Coordination Working Group will be established and will develop the short term plan
	b) identify an appropriate whole of government group and charge it with the responsibility for coordinating, monitoring and reporting on the implementation of <i>Transport for Canberra</i> , including delivery of the Frequent Network;	b) a whole of government group will commence meeting in early 2016	b)This is the first meeting of the new Transport Coordination Group (TCG)
	c) establish an accountability mechanism so the whole of government group undertakes its responsibilities; and	c) the accountability mechanism will be established in mid 2016	c)This will be an upcoming task for the TCG
	d) develop a cross agency risk assessment and management mechanism for <i>Transport for Canberra</i> , including delivery of the Frequent Network	d)a cross-agency risk assessment will be completed by the first quarter of 2017	d) This will be completed by the new working group and reviewed by the TCG
Recommendation 2 Transport for Canberra Monitoring and Reporting Framework (High Priority)	a) Future Transport for Canberra report cards will report against the measures and targets identified in the Transport for Canberra Monitoring and Reporting Framework, where data is available.	a) End of 2016	a) The 2016 Transport for Canberra Report Card will be drafted over the coming months, using the measures and targets identified in the Transport for Canberra Monitoring and Reporting Framework.
	b) The whole of government transport coordination group will examine other baselines, measures and systems that can be implemented so that the required data can be collected,	b) 2016/17, subject to budget funding	b) The new working group will undertake this review in the coming months

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
	recorded and analysed.		
	c) The whole of government transport coordination group will review the criteria used to assess the transport performance measures in <i>Transport for Canberra</i> and provide additional detail to justify the progress comments.	c) End of 2016	c)The new working group will undertake the review in the coming months and provide to TCG for sign off
Recommendation 3 Household Travel Survey	Undertake a household travel survey.	Funding for a household travel survey is subject to 2016-17 budget consideration.	Budget funding for a Household Travel Survey was sought, but the bid was unsuccessful. EPD will consider other ways to obtain the Household Travel Survey data.
Recommendation 4 Periodic Performance Review of Frequent Network	Use the quantitative operational data available from ACTION business systems including MyWay, HASTUS and NetBI to review the performance of the Frequent Network.	A reporting framework for the frequent network will be developed in conjunction with the design of the next ACTION network revision, scheduled for mid 2016.	TaMS to provide update
Recommendation 5 Embedding Transport Corridors in Urban Planning Documents (High Priority)	a) Embed the rapid transport corridors into the Territory Plan	a) The variation to the Territory Plan will recommence in the last quarter of 2016, subject to the completion of the Light Rail Network Plan and the Territory Plan work program priorities.	a) EPD Transport team will work with Territory Plan team to recommence work on the Territory Plan variation over the coming months
	b) work with the Australian Government to also embed these corridors in the National Capital Plan.	b) The revised National Capital Plan is expected to be finalised in mid 2016	b) EPD has liaised with NCA to include the overlay that reflects the rapid corridors of the Frequent Network in their variation. NCA previously advised the revised National Capital Plan is expected to be finalised over the coming months
Recommendation 6	identify and provide options to the ACT Government for overcoming	a) The next round of EBA	

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
Addressing ACTION's Operational Risks (High Priority)	the adverse effects of the Enterprise Bargaining Agreement (EBA) on the ability of ACTION to manage in a more flexible manner to meet demand;	negotiations are scheduled to commence in October 2016	TaMS to provide update
	identify and provide options to the ACT Government for funding an increase in bus numbers and expanding the number of depots. (This could be done as part of a short term (e.g. 5 years) whole of government public transport implementation plan – refer to Recommendation 1)	Transport Canberra will come into effect on 1 July 2016.	

**Actions from Government Response to Auditor General's Report No 9 of 2015
Public Transport: The Frequent Network**

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
<p>Recommendation 1</p> <p>Governance and Administration (High Priority)</p>	<p>a) develop a short term (e.g. 5 year) whole of government public transport implementation plan with specific targets and timelines;</p>	<p>a) the short term (5year) public transport plan will be completed by mid 2017</p>	<p>a) <u>Tabled at the first Transport Coordination Committee and related key work streams were discussed at the second Transport Coordination Committee.</u></p> <p><u>Work has already commenced on a 2018 Frequent Strategic Public Transport Network Bus Service Plan which will be the genesis of the 5 year whole of government implementation plan.</u></p> <p>a) A Roads and Public Transport Coordination Working Group will be established and will develop the short term plan</p>

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
	<p>b) identify an appropriate whole of government group and charge it with the responsibility for coordinating, monitoring and reporting on the implementation of <i>Transport for Canberra</i>, including delivery of the Frequent Network;</p>	<p>b) a whole of government group will commence meeting in early 2016</p>	<p>b) <u>Tabled at the first meeting of the first Transport Coordination Committee who are monitoring overall progress against actions. A sub working group is currently being established to progress this recommendation of the Audit Report.</u> This is the first meeting of the new Transport Coordination Group (TCG)</p>
	<p>c) establish an accountability mechanism so the whole of government group undertakes its responsibilities; and</p>	<p>c) the accountability mechanism will be established in mid 2016</p>	<p>c) <u>Tabled at the first meeting of the first Transport Coordination Committee who are monitoring overall progress against actions. A sub working group is currently being established to progress this recommendation</u></p>

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
	<p>d) develop a cross agency risk assessment and management mechanism for <i>Transport for Canberra</i>, including delivery of the Frequent Network</p>	<p>d) a cross-agency risk assessment will be completed by the first quarter of 2017</p>	<p><u>of the Audit Report.</u> This will be an upcoming task for the TCG</p> <p>a) <u>d) Tabled at the first meeting of the first Transport Coordination Committee who are monitoring overall progress against actions. A sub working group is currently being established to progress this recommendation of the Audit Report.</u> This will be completed by the new working group and reviewed by the TCG</p>
<p>Recommendation 2</p> <p><i>Transport for Canberra</i> Monitoring and Reporting Framework (High Priority)</p>	<p>a) Future Transport for Canberra report cards will report against the measures and targets identified in the Transport for Canberra Monitoring and Reporting Framework, where data is available.</p>	<p>a) End of 2016</p>	<p>a) <u>EPD are currently developing an action plan to redraft the 2016 Transport for Canberra Report Card. It is anticipated that the action plan will be completed in June 2016 and contain a methodology to incorporate the</u></p>

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
			<p>measures and targets identified in the Transport for Canberra Monitoring and Reporting Framework.The 2016 Transport for Canberra Report Card will be drafted over the coming months, using the measures and targets identified in the Transport for Canberra Monitoring and Reporting Framework.</p>
	<p>b) The whole of government transport coordination group will examine other baselines, measures and systems that can be implemented so that the required data can be collected, recorded and analysed.</p>	<p>b) 2016/17, subject to budget funding</p>	<p>b) A sub working group is currently being established to progress this action of Recommendation 2 of the Audit Report.The new working group will undertake this review in the coming months</p>
	<p>c) The whole of government transport coordination group will review the criteria used to assess the transport performance measures in <i>Transport for Canberra</i> and provide additional detail to justify the progress comments.</p>	<p>c) End of 2016</p>	<p>c) A sub working group is currently being established to progress this action of Recommendation 2 of the Audit Report.The new working group will undertake the review in the coming months and provide to TCG for sign-off</p>
<p>Recommendation 3 Household Travel</p>	<p>Undertake a household travel survey.</p>	<p>Funding for a household travel survey is subject to 2016-17</p>	<p>Budget funding for a Household Travel Survey</p>

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
Survey		budget consideration.	<p>was sought, but the bid was unsuccessful. EPD will consider other ways to obtain the Household Travel Survey data.</p> <p><u>Budget funding for a Household Travel Survey will be sought again in future ACT budgets.</u></p> <p><u>Meanwhile, EPD will use outcomes from previous surveys to understand ACT travel patterns to help inform transport policy and planning work.</u></p> <p><u>Previous surveys included a comprehensive data collection in 1997, a sample survey in 2005 and an online basic travel survey linked to car registration notices in 2009.</u></p>
Recommendation 4 Periodic Performance Review of Frequent Network	Use the quantitative operational data available from ACTION business systems including MyWay, HASTUS and NetBI to review the performance of the Frequent Network.	A reporting framework for the frequent network will be developed in conjunction with the design of the next ACTION network revision, scheduled for mid 2016.	TaMS to provide update
Recommendation 5	a) Embed the rapid transport corridors into the Territory Plan	a) The variation to the Territory Plan will recommence in the	a) EPD Transport team will work with Territory Plan

Description	Action/implementation strategy	Proposed completion date/date of effect	Progress
Embedding Transport Corridors in Urban Planning Documents (High Priority)		last quarter of 2016, subject to the completion of the Light Rail Network Plan and the Territory Plan work program priorities.	team to recommence work on the Territory Plan variation over the coming months
	b) work with the Australian Government to also embed these corridors in the National Capital Plan.	b) The revised National Capital Plan is expected to be finalised in mid 2016	b) EPD has liaised with NCA to include the overlay that reflects the rapid corridors of the Frequent Network in their variation. NCA previously advised the revised National Capital Plan is expected to be finalised over the coming months
Recommendation 6 Addressing ACTION's Operational Risks (High Priority)	identify and provide options to the ACT Government for overcoming the adverse effects of the Enterprise Bargaining Agreement (EBA) on the ability of ACTION to manage in a more flexible manner to meet demand;	a) The next round of EBA negotiations are scheduled to commence in October 2016	TaMS to provide update
	identify and provide options to the ACT Government for funding an increase in bus numbers and expanding the number of depots. (This could be done as part of a short term (e.g. 5 years) whole of government public transport implementation plan – refer to Recommendation 1)	Transport Canberra will come into effect on 1 July 2016.	



Transport Coordination Committee

MINUTES

03 August 2016, 9.30am – 10.30am

Executive Boardroom South Building, Dame Pattie Menzies House,
16 Challis Street, Dickson

Present:

Gary Rake (Chair) Tony Carmichael, Tim Wyatt, Lauren Hendriks, Mayumi Smith (EPD), Ian McGlenn, Chris Seddon, Craig Simmons (Access Canberra), Ben McHugh, Kuga Kugathas, Tony Gill, Jim Corrigan, Duncan Edghill, Rene Gallo (TCCS), Rob Swain (Health), Marty Simon (Education), Michael McGrath (CMTEDD-LDA), Margaret Lee (CMTEDD – Treasury), Brook Dixon (CMTEDD – CM).

Apologies:

Suzanne Jurcevic (EPD), Karen Greenland (JACS), Rosemary Kennedy (Health), Kathy Goth (CMTEDD – Treasury), John Ludvigson (Health), Sam Engle (CMTEDD – CM)

Action Items

- a) TCCS to provide the Roads Infrastructure Forward Program for circulation to members.
- b) TCCS to establish a Transport Noise Sub Working Group to progress traffic noise issues.
- c) EPD / CMTEDD to progress consideration of future parking technology investments and parking pricing methodology through Parking Working Group.
- d) TCCS and EPD to have offline discussion about progressing Roads and Public Transport Working Group.
- e) TCCS to establish an inter-directorate working group on transport modelling.
- f) Andrew Pederson, acting Director of School Program, Active Travel and Asset Strategy (TCCS) to be added to TCC invite list.

Item	Comments
1.0	Welcome and Introductions: <ul style="list-style-type: none"> • Gary Rake welcomed members and noted apologies.
1.1	Actions from previous meeting <ul style="list-style-type: none"> • There were no outstanding action items.
2.1	Coordinator Generals (roles, responsibilities and working groups) <ul style="list-style-type: none"> • Gary Rake highlighted that under the current Administrative Arrangements the Active Travel Coordinator-General is now in Transport Canberra, the Roads Coordinator-General is within City Services and the Parking Coordinator General remains in EPD. • Gary suggested that given the establishment of Transport Canberra and the role of the Transport Coordination Committee, a transport coordinator general might replace the parking, roads and active travel coordinator general roles. Further discussion will occur once Emma Thomas returns and considers how to progress her nominates the new Active Travel Coordinator role.
2.2	Transport Infrastructure Program update



3.3	<p>Hot Issues: Public Transport and Roads</p> <ul style="list-style-type: none"> • The new City Loop Service departing every 10 minutes between 7am and 7pm (Monday – Friday) is underway with approximately 5,444 people utilising the service in the first month. • On Monday 22 August, the new all day service linking Western Creek and Molonglo to the City will commence. • On Monday 29 August, the announcement of the new bus timetable is scheduled. • The Public Transport and Roads Working group considered the Frequent Network Auditors Report recommendations. In response, TCCS is preparing an 'ACTION Strategic Blueprint'. • It was agreed that active transport would also be covered in the Public Transport and Roads working group.
4.0	

Next Meeting
Wednesday 7 September, 2016

**Environment and Planning Directorate (EPD), Strategic Planning Division
Response to Questions from Rod Nicholas, ACT Auditor-General's Office sent to
EPD by email on Monday 23 March 2015**

Performance audit: Public transport planning and management

Information request

We are seeking information to assist us to form a view on whether the Frequent Network is being implemented as planned. Transport for Canberra includes policy commitments and actions relevant to the Frequent Network that establish activity and timeline targets. The Transport for Canberra Report Card – September 2014 reports to the community on progress and project performance and covered the period from June 2012 to July 2014. Section 6 of Transport for Canberra (Transport monitoring and reporting framework) includes a table of the performance measures government will report against, the relevant target, and how each will be measured. The following questions are based on targets included in Transport for Canberra.

Questions (please provide supporting data/reports etc):

1. Is data available to update progress on achieving the 2016 targets for journey to work mode share for public transport, cycling and walking of 10.5%, 6.0% and 6.5% respectively?

a. If so, what are the current journey to work mode shares?

The latest data available is the 2011 Census data. Mode share results were:

Objective	2011 target ⁹	2011 actual ¹⁰	2016 target ⁹	2026 target ⁹
Public Transport	9.0%	7.8%	10.5%	16%
Cycling	5.0%	2.8%	6.0%	7%
Walking	6.0%	4.9%	6.5%	7%
Total	20%	15.5%	23%	30%

We note that:

- While the MyWay system was introduced in late 2012, reliable data was unable to be extracted until around 12 months following. This means that when the Transport Report Card was considered by Cabinet in late 2013, no proxy had been able to be developed using MyWay data.
- EPD is now working with ACTION and TAMS on extracting MyWay in a manner that may allow the future development of a proxy measure for public transport mode share, but this has work has not yet been completed.
- Our (EPD) preference is to conduct a regular household travel survey, which would allow a statistically robust method of monitoring progress. However, this is time and resource intensive, and has not been supported through budget allocations to date.

2. Has a baseline and methodology been established for average number of trips per person per day in the ACT?

No. As noted in previous responses to the Auditor-General's office, without a household travel survey we have been unable to complete this task.

a. Is data available to report on percentage of sustainable transport trips relative to the baseline? If so, what is the current percentage of sustainable transport trips relative to the baseline?

No. As noted in previous responses to the Auditor-General's office, without a household travel survey we have been unable to complete this task.

3. Have interim minimum coverage standards for public transport services been developed and agreed (recognising that final coverage standards will be determined by 2016)? a. If so, what are the interim coverage standards, and are they being met?

The current minimum coverage standards are those included on page 31 of Transport for Canberra. Refer to ACTION's responses to question 5 for progress against these.

While no updates to coverage standards have been progressed for government consideration, the audit of walking and cycling connections to the public transport network referred to in Transport for Canberra Action 8, and a study into coverage standards, have been completed. Refer to:

- Goldie, 2013, Walking Distance to ACT Public Transport Network



Goldie, 2013, Walking distance to ACT Public Transport Network.obr

- MRCagney, 2012, Coverage Service Delivery Feasibility Study



20120824 - Coverage Services Study - Final Report - Full 10082012.obr

b. What percentage of the population is:

- **within 500m of a regular bus stop**
- **within 750m of a Rapid service bus stop**
- **within 5 km of a Park and Ride facility?**

We are working with TAMS to extract this data from a number of sources. We should be able to provide a response by mid next week.

c. What is the movement over time against these percentages?

- **within 500m of a regular bus stop**
- **within 750m of a Rapid service bus stop**
- **within 5 km of a Park and Ride facility?**

We are working with TAMS to extract this data from a number of sources. We should be able to provide a response by mid next week.

4. Is data available to update progress on achieving targets for average wait time for connections to the Frequent Network at stations:

- **by 2013, average wait time for connections from coverage to frequent service – 7.5 minutes; from frequent service to coverage service – 15 minutes**
- **by 2016, average wait time for connections from coverage to frequent service – 5 minutes; from frequent service to coverage service – 10 minutes**

ACTION advise that they are unable to generate this information.

5. Has the frequency and service quality of the bus network improved since 2012?

a. If so, from what to what?

ACTION to respond.

b. Is ACTION on track to achieve the 2016 weekday coverage standard of 30 minutes or better for services between group centres, medium density development and employment locations?

EPD and ACTION are working on a response to this question. We hope to provide an answer by mid next week.

c. Is ACTION on track to achieve the 2016 weekend coverage standard of 60 minutes or better for services between group centres, medium density development and employment locations?

EPD and ACTION are working on a response to this question. We hope to provide an answer by mid next week.

d. Is ACTION on track to provide weekend services along the same routes as weekdays by 2016?

ACTION to respond.

6. What proportion of the bus fleet is fitted with bike racks?

ACTION to respond.

7. Is ACTION on track to:

a. extend the Blue Rapid service to Kippax and Lanyon by 2016

The Kippax extension was included at 15 minute frequency in Network 12 and continues in Network 14. A Lanyon extension will be considered as part of future network reviews and development.

b. extend the existing Red Rapid service from Gungahlin to the Direct Factory Outlet in Fyshwick via the City, Russell, Barton and Kingston (including East Lake) by 2016

This was completed as part of Network 10 with the establishment of the Red Rapid.

c. establish Rapid Transit services between Queanbeyan and the ACT by 2016?

There is no commitment in Transport for Canberra to establish Rapid Transit services between Queanbeyan and the ACT by 2016. Transport for Canberra only includes a Queanbeyan Rapid service by 2031 (refer maps at [Appendix A](#) to Transport for Canberra).

8. Is ACTION on track to locate new bus stations at Gungahlin, Dickson, Erindale, Barton and City West By 2016?

The ACT Government's progress on new bus stations is as follows:

- **Gungahlin:** Hibberson Street bus stop upgrades construction completed in 2014. Planning (feasibility and design) underway for location of a bus/ light rail transfer station as part of Capital Metro Light Rail Stage 1 early works. Funding for construction committed.
- **Dickson:** Feasibility and design of Dickson bus station underway. Funding for construction committed. Capital Metro to deliver Dickson light rail station.
- **Erindale:** Feasibility study completed by EPD in 2012. Forward design and future construction subject to funding decisions by government.
- **Barton:** Construction completed in 2013.
- **City West:** Construction completed in 2013.

Refer to full infrastructure and studies table at [Attachment A](#). Links to all the feasibility studies completed by EPD are included here:



Transport for Canberra Capital Projects.obr

9. Is ACTION on track to implement 'a major stops program' accompanied by the roll-out of new bus shelters—including bike rails—across the entire Frequent Network, extending to major suburban bus stops, by 2016?

- The major stops program was subject to a feasibility study, completed in 2011
- TAMS (RoadsACT) has since completed construction of the first stage of major bus stops recommended in the major stops feasibility study. Construction of future major stops will be subject to government funding decisions.
- TAMS (RoadsACT) can advise on number of stops and shelters constructed to date if required.

10. Is ACTION on track to audit existing interchanges to ensure they are accessible and safe, by 2016?

ACTION to respond.

Transport for Canberra – Public Transport Infrastructure

Capital Project	Project type and completion <ul style="list-style-type: none"> • Feasibility • Forward Design 	Project Outcome/Status
City to Belconnen Stage 1 Transitway	Options and first stage of Forward Design study (to PSP) completed in May 2011. PSP phase report draft delivered 20 May 2011 Preliminary options report 29 April 2011. Project fast tracked to meet City West Station opening requirements.	Delivered The City /ANU segment constructed. FSP and Documentation for construction managed by TAMS. Construction completed in 2013.
City - Belconnen Transitway alignment study (central segment)	Planning Options & Feasibility Study Final Report March 2012	Delivered Findings provide planning certainty for ongoing progressive Belconnen to City Transitway development
Park and Ride program	Park and Ride / Bike and Ride Feasibility Study final report completed 6 March 2013 Note: Park and ride policy also included in Parking Cabinet materials, November 2014.	Delivered Selected Park and Ride and Bike and Ride Facilities constructed by TAMS (RoadsACT).
Major Stops Study	Final Report 2011	Delivered Major station projects identified and individual feasibility studies undertaken. First stage of major stops program delivered by TAMS (RoadsACT).
Gungahlin major station	Gungahlin Town Centre Bus Station Feasibility Study – Final Report 18 January 2012.	Delivered Bus station and bus stop facilities construction completed by TAMS in 2014. Planning (feasibility and design) underway for relocation of bus station as part of Capital Metro Light Rail Stage 1 early works. Construction funding committed.
Barton major station	Feasibility study completed in 2012; prepared in conjunction with Canberra Avenue Bus priority measure	Delivered Constructed in 2013

Capital Project	Project type and completion <ul style="list-style-type: none"> • Feasibility • Forward Design 	Project Outcome/Status
Canberra Avenue Bus Priority Measures	Feasibility study completed in 2012 including Barton Major Station.	Delivered TAMS completed design and construction of short term option in 2014
Dickson station and Northbourne Ave bus priority	Feasibility study postponed in 2012 to allow City To Gungahlin Transit Corridor Study to be undertaken. Both studies completed in 2012.	Dickson Station – in progress Northbourne bus priority - superceded Government progressing Capital Metro Light Rail project. Capital Metro project being implemented, design for PPP construction underway. Dickson bus station to be delivered by TAMS (funding committed). Capital Metro to deliver Dickson light rail station.
City to Belconnen stages 2 and 3 Transitway	Options included as part of Stage 1 Transitway options study	Underway Construction of improvements to College Street completed by TAMS
City to Gungahlin Transit Corridor	Technical and economic assessment; Concept design and business case completed April 2012.	Underway Capital Metro Agency established in 2013. Project being implemented, design for construction underway.
City Bus Layover and City Interchange	Feasibility Study completed 2013	Underway The feasibility study identified two bus layover sites in the city. The city west site requires a Territory Plan Variation (TPV) to allow the use. A draft TPV has been prepared and has been referred by the minister for assembly committee consideration. If a TPV approved, bus layover can be developed subject to future funding.
Coverage Bus Service Study	Feasibility study delivered in 2012	Delivery Underway TAMS is implementing a flexible community public transport service.
Erindale major station	Erindale Centre Bus Station Feasibility Study – 28 September 2012	Future capital works Forward design subject to funding consideration.

Capital Project	Project type and completion <ul style="list-style-type: none"> • Feasibility • Forward Design 	Project Outcome/Status
Adelaide Avenue Freeway Bus Stops	Preliminary Options report completed May 2012 Feasibility Study Final report completed July 2013	Future capital works Kent Novar Street bus station being considered as part EDD brickworks redevelopment project. Canberra Light Rail Master Plan is being undertaken currently and will inform the future public transport mode in the corridor and when change from bus to light rail may occur.
Flemington Road bus priority	Flemington Road Bus Priority Feasibility Study Final Report October 2011.	Superseded Forward design did not progress. Capital Metro project being implemented, design for construction underway.
Woden bus station	Land release/construction	Relocation of the Woden bus station is being progressed by the Land Development Agency (CMTEDD) as part of the land release program. Contact is Rod Baxter.

From: Blume, Kristin
Sent: Monday, 13 April 2015 4:05 PM
To: Jurcevic, Suzanne; Wyatt, Tim
Subject: FW: Audit on bus network implementation

For info.

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From: Blume, Kristin
Sent: Monday, 13 April 2015 4:04 PM
To: Nicholas, Rod
Cc: Kugathas, Kuga; Steele, Peter; Carmichael, Tony
Subject: FW: Audit on bus network implementation

Hi Rod

Please see below a few more answers to the outstanding questions on bus network implementation.

I would be happy to have a conversation about what this means in practice. As you will have read in Transport for Canberra, coverage and frequency of services are competing factors as the same bus “resources” need to serve both policy goals. Noting this, exceeding the coverage standard is not the ideal public transport policy outcome. At face value, these results therefore suggest we may be providing a high level of coverage service (how close we are driving to households) at the expense of frequency. We will be working with ACTION to investigate this further to inform planning for the next network review.

The remaining responses (within 750m of Rapid service, and all three measures for Network 12 comparison) should be with you by Wednesday or Thursday this week.

Cheers

Kristin

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For Network 14

What percentage of the population is:

- within 500m of a Regular bus stop?

97.6%

- within 5 km of a Park and Ride facility?

88.2%

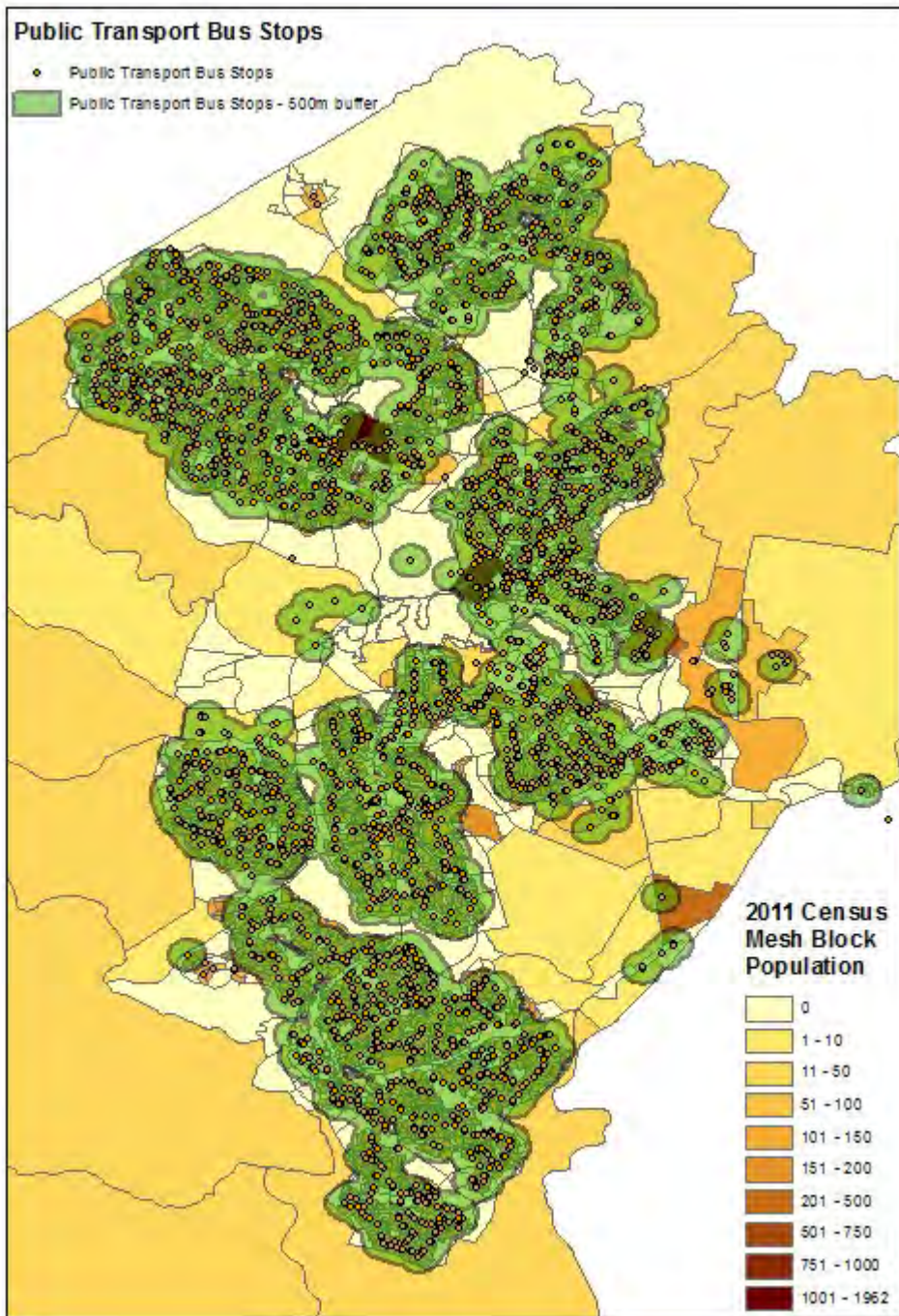
Please note:

- The source data for the Active Network 14 bus stops (Regular & Rapid) & the Park & Ride facilities were provided by ACTION
- For the purpose of this exercise the source data for the ACT population was the latest mesh block data available from the ABS (**IE 2011 the next Census is due in 2016**). Mesh block data is at the granularity required to answer this question & is only updated at this level at each official census.

Quick map views are below

Network 14

349,010 people are within the 500m buffer of the Network 14 Regular Bus Stops which represents 97.6% (rounded) of the ACT population 357332 (2011 ABS data)



Network 14

315,437 people are within the 5km buffer of the Network 14 Park & Ride facilities which represents 88.2% (rounded) of the ACT population 357332 (2011 ABS data)

