APPENDIX A
PUBLIC TRANSPORT NETWORKS: 2012 – 2016 – 2031
The Frequent Network will grow over time, and the ACT Government will also progressively introduce the minimum coverage standards with targeted frequency increases in areas of transport disadvantage. The maps below show the current bus network, a possible 2016 bus network, and a possible 2031 bus network. The red and orange lines—the Frequent Network—remain fixed over the whole time, but the coverage services will inevitably grow and change as our city changes.

The Peak Express services (the current ‘Xpresso’ services) are not shown on these maps as they will be subject to demographic changes over time. They will be based on travel to work patterns, with a focus on connecting suburbs not on the Frequent Network to major employment areas.
Map 7: 2016 Indicative Frequent Network

- Rapid Stops
- Rapid Service: every 15 min or better all day
- Station
- Rapid Service: every 2-10 min or better all day
- Major Stop
- Frequent Local Service: every 15 min or better all day
- Bike and Ride
- Potential Frequent Local
- Park and Ride
- Area Covered by all day service every 60 min or better

Distance travelled in 10 minutes by mode

Scale: 1 km

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APPENDIX B
PUBLIC TRANSPORT AND ROAD NETWORK 2031
The map below shows the public transport network and road networks at 2031. The Frequent Network (in red rapid and orange frequent local lines) is the backbone of the public transport network. While some major road corridors are shared by public and private vehicles, by 2031 alternative ring road options will help provide alternative private vehicle travel routes to improve travel speeds on the Frequent Network.
APPENDIX C
TRANSPORT INFRASTRUCTURE PLANS
2012 – 2021 – 2031
The transport infrastructure plans on the following pages show the indicative progression of new roads, transitways and public transport priority, Park and Ride and Bike and Ride facilities, new bus stations and major stops, and active transport infrastructure over the next 20 years.
These references are available at www.transport.act.gov.au/references.html


ACT Government, 2004, Sustainable Transport Plan


AECOM, 2009, Determining Key Locations for Bike and Ride and Kiss and Ride Facilities.

AECOM, Grimshaw, KPMG, SKM, 2011, High Speed Rail Study.


NSW Transport, 2010, Household Travel Survey.

Parsons Brinkerhoff, 2010, Cost-benefit analysis of the 2031 Frequent Network.


SMEC, 2008, Park and Ride Strategy for the Australian Capital Territory.

APPENDIX E

ENDNOTES
APPENDIX E: ENDNOTES

2 National Capital Development Commission, 1970, Tomorrow’s Canberra
5 ACT Government, analysis of registration data
6 ACTPLA 2011, Data from Chief Minister and Cabinet Directorate
7 ACTPLA 2011, Data from Chief Minister and Cabinet Directorate
8 2006 baseline (ABS Census), and modelled with EMME 2 transport model.
10 Walk21, 2011, Make Walking Count: Canberra Report
11 McCormick Rankin Cagney, 2009, Strategic Public Transport Network Plan Thematic Consultation
12 The Frequent Network is based on the Strategic Public Transport Network Plan 2009, developed by transport consultants McCormick Rankin Cagney (MRC) and incorporates changes to the MRC proposals based on public comment, stakeholder engagement and agency input during consultation in 2009-10.
13 Parsons Brinkerhoff, 2010, Cost-benefit analysis of the 2031 Frequent Network
14 SMEC, 2008, Park and Ride Strategy for the Australian Capital Territory
15 Initial recommendations for the location of bike and ride facilities were included in Accorn, 2009, Determining Key Locations for Bike-and-Ride and Kiss-and-Ride Facilities. The forward program will be expanded through additional feasibility studies in 2011-12.
16 A copy of the full bike racks on buses policy, including terms and conditions, is available at www.action.act.gov.au/terms-and-conditions
17 T2/T3 lanes are lanes in which cars with 2 or 3 passengers may travel, along with buses, taxis, motorcycles and emergency vehicles. These transit lanes are ideally suited for a freeway type road without intersections where a public transport vehicle needs signal priority. T2/3 lanes place general traffic in the queue, removing the time advantage for public transport at queue jumps.
18 AECOM, Grimshaw, KPMG, SKM, 2011, High Speed Rail Study
19 Macroplan, 2009, ACT Eastern Broadacre Economic and Strategic Planning Direction Study
20 Transport need, transport supply, and transport disadvantage were determined based on 2006 ABS Census data and 2011 bus service data: refer McCormick Rankin Cagney, 2011, Coverage Service Delivery Study for detail.
21 Transport need, transport supply, and transport disadvantage were determined based on 2006 ABS Census data and 2011 bus service data: refer McCormick Rankin Cagney, 2011, Coverage Service Delivery Study for detail.
22 These premium services are often full cost, and in many cases are provided by the private sector (e.g. Airliner, taxis).
23 ACT Government, 2010, Chief Health Officers Report
24 ACT Health, 2007, ACT Physical Activity and Nutrition Survey
26 ACT Government, 2010, Chief Health Officers Report
31 Walk21, 2011, Make Walking Count: Canberra Draft Report (final to be released by December 2011)
32 Luxmoore Parking Consulting, 2010, Parking Supply Options
34 Federal Highway Administration, 2006, Congestion Pricing; a primer
36 ABS, 2006, Environmental issues, people’s views and practices 4602.0
37 Pitt&sherry, 2011, Weathering the Change: the ACT’s draft Climate Change Action Plan 2: An Analysis of Pathways, Costs and Benefits
39 ACT Road Safety Strategy 2011–2020
41 The detailed road safety vision and program can be found in the new ACT Road Safety Strategy and Action Plan.
42 NSW Transport, 2010, Household Travel Survey.