



**ACT**  
Government

Environment and Planning



## Transport for Canberra Report Card – SNAPSHOT



### Minister's foreword

Transport for Canberra is the ACT Government's vision for transport until 2031 and provides the foundation for transport planning in the ACT, facilitates the delivery of this priority area for the government, and meets our commitments to the Parliamentary Agreement.

The government's priorities include progressing Capital Metro light rail, investing in new and improved bus services and public transport infrastructure, improving active travel, supporting future high speed rail, and progressing car sharing as part of the Low Emissions Vehicle Strategy.

The Transport for Canberra Report Card is an opportunity to report back to the community on progress in delivering Transport for Canberra. The Report Card shows there has been significant progress in all aspects of Transport for Canberra, with key achievements including:

- An investment of over \$100 million in new public and active transport since 2011–12. This includes buses, busways, light rail planning, bus stations, bus stops, park and ride, real time passenger information, the City Cycle Loop, lighting, intersection upgrades and 130km of new community paths;
- Construction of the Majura Parkway;
- Capital Metro Light Rail Stage 1 in progress and investigating next stages of light rail network through the Canberra Light Rail Master Plan;
- Highest cycling participation rates in Australia with a 23% increase in cycling volumes between 2011 and 2012 and more people choosing sustainable active transport;
- Policy development on parking pricing, offsets, supply and operations; and
- The release of discussion papers on the Freight Strategy and Low Emissions Vehicles Strategy for public input.

We will continue working on the implementation of our Transport for Canberra policy to achieve a future transport system that is integrated, efficient and cost effective, accessible and socially inclusive, sustainable and safe.

Mick Gentleman MLA  
Minister for Planning  
September 2014





## Transport for Canberra mode share for journey to work

The following table shows the Transport for Canberra targets on the way people travel to work, with actual progress measured through the five-yearly Australian Bureau of Statistics (ABS) Census.

**Table 1: Mode share for journey to work**

Transport type	2011 target <sup>1</sup>	2011 actual <sup>2</sup>	2016 target <sup>1</sup>	2026 target <sup>1</sup>
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%
<b>Total</b>	<b>20%</b>	<b>15.5%</b>	<b>23%</b>	<b>30%</b>

**Table 2: Growth in sustainable transport trips between 2006 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%

There has been a net increase in total sustainable trips between 2011 and 2013, with increases tracking at a rate faster than population growth.<sup>3</sup> This represents strong growth in absolute numbers of trips, in spite of only representing a moderate contribution to the percentage of overall mode split. As shown below, these increases are stronger than the rate of overall population growth during this time of 6.6 %.<sup>4</sup>

## Report card summary

Objectives were developed for each Transport for Canberra principle. An assessment against each objective is provided to indicate the achievement towards these principles in table on the opposite page.

- ◆◆◆◆ Objective achieved
- ◆◆◆ Objective on track to be achieved
- ◆◆ Progress towards objective needs improvement



1. Transport for Canberra, 2012

2. ABS Census 2011

3. Analysis of 2011 ABS census data, Environment and Planning Directorate

4. ABS Census 2011

5. ABS Census 2011

6. 2012 Road Safety Report Card, Justice and Community Safety Directorate

7. Analysis of 2011 ABS census data, Environment and Planning Directorate

8. AP2, 2012

9. ACT Bicycle Volumes 2012, Territory and Municipal Services Directorate

10. National Cycling Implementation Report, 2013, Australian Bicycle Council



Principle	Objective	Assessment	Comment
<b>Integrated with land use planning</b>	Increase the population living within a 10 minute walk of a rapid public transport corridor	◆◆◆◆ Achieved	<p>Following the introduction of the Red Rapid, a Transport for Canberra initiative, 23.7% of the ACT population now reside within 750 metres (10 minute walk) of a rapid public transport corridor.<sup>5</sup> This compares to prior to the introduction of Transport for Canberra in 2012, when only 14.5% of the ACT population resided within 750 metres (10 minutes walk) of a rapid public transport corridor (Blue Rapid).</p> <p>Population increases within centres and along transport corridors, consistent with the ACT Planning Strategy and Transport for Canberra, and the continued construction of new bus stops along rapid corridors will increase the population within walking distance of rapid transport stops in the future.</p>
<b>Efficient and cost effective</b>	Efficient and reliable movement of people and goods	◆◆◆◆ Achieved	<p>The government has invested in infrastructure and technology to make the movement of people and goods more efficient and cost effective. This includes over \$350m invested in new public transport and road infrastructure like busways, Capital Metro light rail planning and design, bus stations and stops, park and ride and bike and ride, real time passenger information (NXTBUS), intersection upgrades across the network, Majura Parkway, and Parkes Way widening. The Freight Strategy (draft released July 2014) will reinforce the benefits of an orbital road network for freight and cars, supporting a public transport focus in the centre.</p>
<b>Accessible and socially inclusive</b>	By 2017, achieve 80% compliance with Disability Standards for Accessible Public Transport 2002 (DDA) for buses and bus stops	◆◆◆ On track to be achieved	<p>Buses and bus stops met the 55% DDA target by December 2012. An additional \$48.5 million was provided in the 2012–13 Budget for new DDA compliant buses to ensure ACTION is on track to meet the DDA target of an 80% accessible bus fleet by 2017.</p> <p>Accessibility is also a key part of planning for Capital Metro Light Rail on the Stage 1 Corridor between Gungahlin and the City.</p>
<b>Safe</b>	Annual ACT fatalities are below the national average	◆◆◆◆ Achieved	<p>The 2012 national average deaths was 5.78 per 100,000, while the ACT average was 3.2 deaths per 100,000.<sup>6</sup></p> <p>The government will soon release a new Road Safety Action Plan that will include a range of measures to make our transport network safer for everyone. This will take account of the government's response to the Vulnerable Road Users Inquiry.</p>
<b>Mode share for journey to work</b>	By 2016, increase journey to work trips for walking to 6.5%, cycling to 6% and public transport to 10.5%	◆◆ Needs improvement	<p>There has been a net increase in total sustainable trips between 2006 and 2011, with increases tracking at a rate faster than population growth.<sup>7</sup></p> <p>The ongoing implementation of Transport for Canberra and continued investment in public transport and cycling and walking infrastructure, through projects such as Capital Metro light rail, and public transport network improvements such as Network 14 and NXTBUS, will encourage more people to use public transport and partake in active travel over time.</p>
<b>Sustainable</b>	By 2020, reduce ACT transport emissions by 138,000 tonnes	◆◆◆ On track to be achieved	<p>Mode shift and increasing vehicle fleet efficiency are the primary mechanisms for meeting the governments transport emissions reduction target.<sup>8</sup> The Low Emission Vehicles Strategy Discussion Paper (July 2014) includes a range of potential measures to reduce vehicle-generated emissions including a government commitment to introduce a car sharing policy and complementary changes to planning and parking regulation to support car sharing.</p>
<b>Active Transport</b>	Increase cycle and walking trips	◆◆◆ On track to be achieved	<p>Between 2011 and 2012, cycling volumes increased by 23%.<sup>9</sup> Data on walking is not available between census years and will be measured through the next ABS census in 2016.</p> <p>ACT cycling participation rates are the highest of any Australian state or territory and well above the national average. Weekly cycling participation in the ACT grew from 21.9% to 24.5% between 2011 to 2013 (compared to the national rate of 16.6%).<sup>10</sup></p> <p>The Active Travel Framework 2014–15 will build on the Strategic Cycle Network Plan and Healthy Weight Action Plan to make it easier to walk or ride in Canberra.</p>



## Transport for Canberra achievements 2012 –14

The implementation of Transport for Canberra has delivered:

### Public transport

- Stage 1 of Capital Metro Light Rail is underway between Gungahlin and City and planning underway for network extensions through the *Light Rail Master Plan*.
- New park and ride and/or bike and ride facilities were constructed at Mawson, Kippax, Gungahlin, Canberra Avenue (Fyshwick), Calwell, Belconnen, Flemington Road, EPIC, North Weston (Molonglo), Lyons and designed for Erindale, Well Station Drive and Athllon Drive.
- Belconnen to City busway stages 1 and 2 including ANU station are complete.
- Canberra Avenue bus priority stage 1 has been in operation since July 2014.
- Barton bus station and over 20 major bus stops were designed and/or constructed.
- City bus layover and Adelaide Avenue bus stops feasibility complete.
- ACTION bus Networks 12 and now Network 14 delivered more frequent services across the city, Rapid service extensions and better weekend services.
- A pilot flexible transport integration centre is being established to help link people with community transport options.
- NXTBUS (real time passenger information system) has been in testing in 2014 and is in full operation with Network 14.
- Action Plan for *Accessible Public Transport in the ACT: 2013–2018* was released and buses and bus stops upgraded to meet DDA compliance targets.
- Supporting the Commonwealth's planning for High Speed Rail on the East Coast, including the Sydney to Canberra link.

### Active travel

- The Ride or Walk to School project was launched in 2012 and is now operating in over 50 schools across the ACT.
- The Active Travel Framework is under development and the Strategic Cycle Network Plan is being delivered through existing maintenance, upgrade and asset creation works programs and planning for new infrastructure.
- Over 130km of new community paths were constructed between 2011–12 and 2013–14.
- The Canberra and Queanbeyan Cycle Map was updated and a multi-modal journey planner is in operation through the ACTION website, hosted by Google Transit.

- Through the delivery of the Healthy Weight Action Plan, the government is exploring Territory Plan amendments and engineering standard updates to create healthier, more liveable neighbourhoods with active streets.
- Stages 1 and 2 of the Civic Cycle Loop are complete, and stage 3 is underway, including Bunda Street shared space.
- A new Road Safety Action Plan 2014-2017 will be released later in 2014 and will include measures to improve safety for all road users, with a focus on encouraging active travel.

### Roads, vehicles and freight

- Freight Strategy Discussion Paper was released for public comment, including defining key freight routes and reinforcing the role of an orbital road network in separating trucks from general traffic and public transport corridors.
- Low Emission Vehicles Strategy was released for public comment, including a government commitment to explore car sharing and car pooling to encourage lower vehicle ownership rates and reduce vehicle kilometres travelled per person.

### Parking

- A parking Coordinator-General has been appointed to lead better coordination of parking policy, planning and operations across government.
- The parking strategy is being progressed through policy options around pricing, offsets, supply and operations.
- Replacement completed of 300 old ticket machines and meters with new ticket machines that accept credit card and smart phone payment, and will provide better data and enforcement capability.
- Have committed funding towards new enforcement officers to help manage high parking demand in town and group centres.
- The ACT Government is working closely with the National Capital Authority to manage and support pay parking in the Parliamentary Triangle.
- Progress has been made on managing parking issues at local and group centres through land use planning which prioritises the access needs of shoppers and visitors to support business vitality and special needs.

### For more information

For a more detailed assessment see the  
Web: [www.transport.act.gov.au](http://www.transport.act.gov.au)  
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