

Transport for Canberra Report Card



SEPTEMBER 2014



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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.

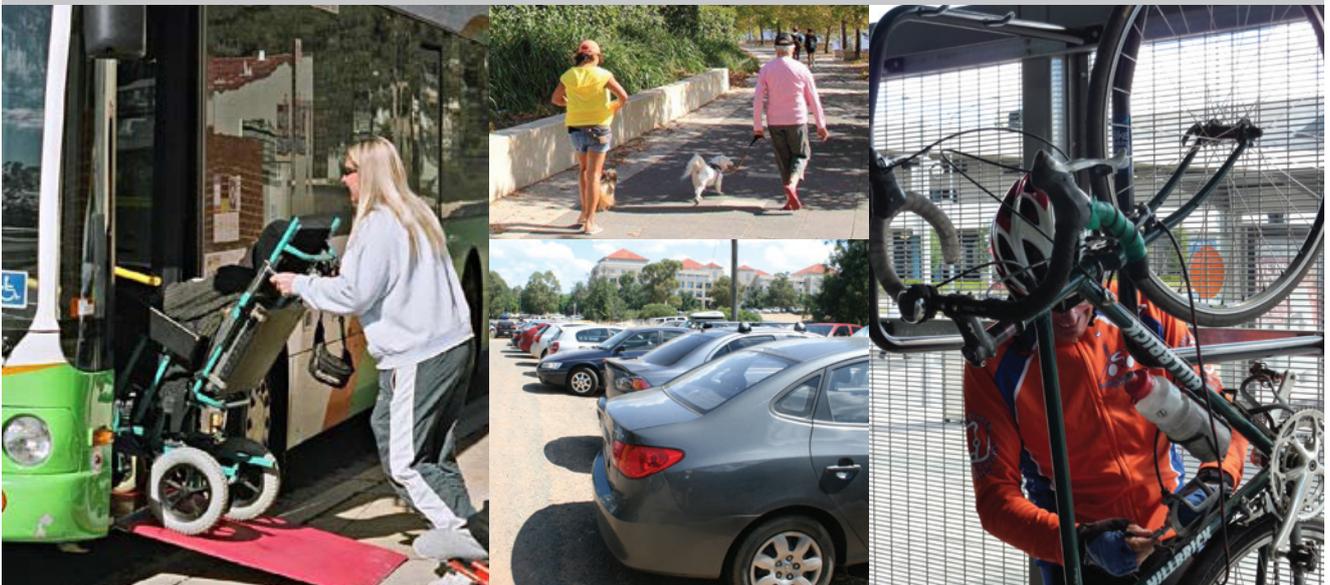
The government's priorities include progressing Capital Metro light rail, investing in new and improved bus services and public transport infrastructure, improving active travel, supporting future high speed rail, and progressing car sharing as part of the Low Emissions Vehicle Strategy.

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



Executive summary

Transport for Canberra sets the strategic direction for transport in the ACT to 2031. Its aim is to make our city a better place to live, work and do business, and a more accessible place where it is easy for everyone to get around.

Action 33 of Transport for Canberra commits to the release of a Transport for Canberra Report Card to enable the ACT Government and the community to measure progress and improve project performance. This is the first Transport for Canberra Report Card since the introduction of Transport for Canberra in 2012 and covers the period from June 2012 to July 2014.

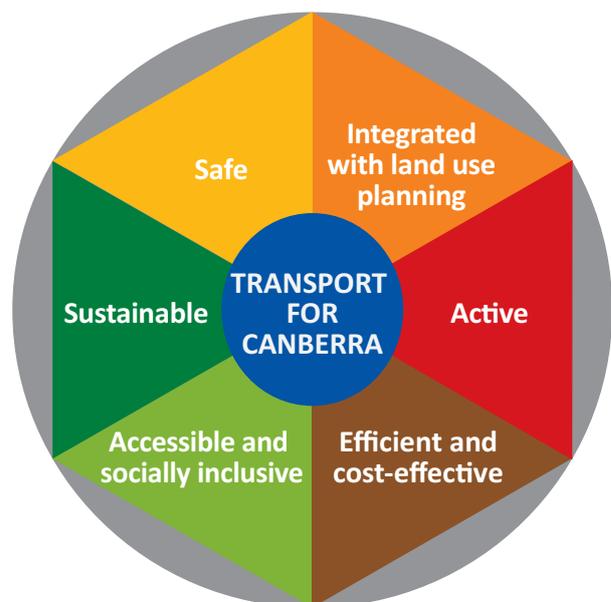


The Transport for Canberra Report Card illustrates progress against the principles and actions of Transport for Canberra which seek to create a transport system that:

- is **integrated with land use**;
- is **efficient** and **cost effective** providing value for money for the government, business and community by managing travel demand across the whole transport system;
- is **accessible** for everybody whatever their level of mobility at any time or place;
- is **safe** for moving people however they get around;
- provides **sustainable** travel options and reduces emissions; and
- makes **active travel** like walking and cycling the easy way to get around.

The implementation of Transport for Canberra is a whole-of-government responsibility and is monitored by an interdirectorate committee comprising relevant ACT Government directorates with transport responsibilities.

Figure 1. Transport for Canberra principles





Summary of Transport for Canberra progress

Objectives were developed for each Transport for Canberra principle. An assessment against each objective is provided to indicate the achievement towards these principles. Performance against the objectives is measured in accordance with the following assessment:

- ◆◆◆◆ 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	<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. 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).¹</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>
Efficient and cost effective	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>
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	<p>Both buses and bus stops met the 55% target by December 2012. An additional \$48.5 million was provided in the 2012–13 ACT 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>



Principle	Objective	Assessment	Comment
Safe	Annual ACT fatalities are below the national average	◆◆◆◆ Achieved	The 2012 national average deaths was 5.78 per 100,000, while the ACT average was 3.2 deaths per 100,000. ² 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.
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	There has been a net increase in total sustainable trips between 2006 and 2011, with increases tracking at a rate faster than population growth. ³ 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.
Sustainable	By 2020, reduce ACT transport emissions by 138,000 tonnes	◆◆◆ On track to be achieved	Mode shift and increasing vehicle fleet efficiency are the primary mechanisms for meeting the government's transport emissions reduction targets in AP2. 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.
Active transport	Increase cycle and walking trips	◆◆◆ On track to be achieved	<p>Between 2011 and 2012, cycling volumes increased by 23%.⁴ 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 and 2013 (compared to the national rate of 16.6%).⁵</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>



Integrated with land use

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

◆◆◆◆ Objective achieved

Objective	Base ACT population within walkable catchment (prior to 2012)	2012 ACT population within walkable catchment (2014)
Walkable catchment of 750 metres	14.5%	23.7%

The integration of transport and land use planning is a key principle of Transport for Canberra. Transport for Canberra supports land use and transport integration through the Frequent Network.

The Frequent Network is a strategic transport network that provides rapid and frequent local transport services to connect town and key group centres across the ACT via transport corridors. These centres and transport corridors have the potential for urban intensification. The Frequent Network is also supported by the ACT Planning Strategy, which prioritises urban intensification within town and group centres and along transport corridors.

A rapid route is a public transport service which has frequencies of 15 minutes or better, all day and evening service span, widely spaced stops and a walkable catchment of between 750–1,000 metres. This measure applies to rapid routes whether services are provided by bus, bus rapid transit, light rail or a combination.

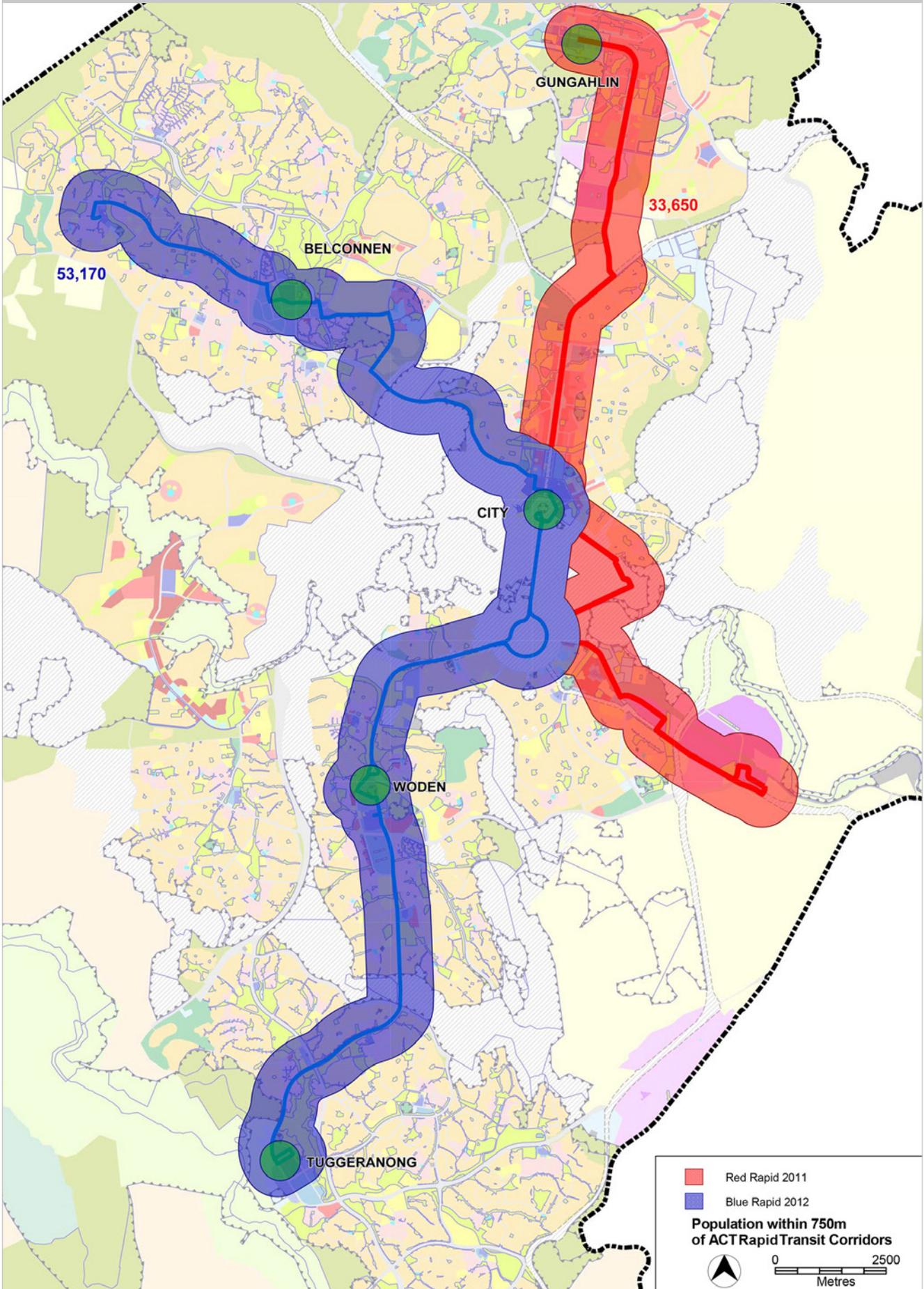
This principle will be achieved by increasing the residential and employment populations within a walkable distance (750 metres or 10 minute walk) of stops servicing the rapid routes of the Frequent Network and progressively expanding rapid routes.

Prior to the introduction of Transport for Canberra, 14.5%⁶ of the ACT population resided within 750 metres of a stop within the Blue Rapid transport corridor connecting Belconnen, City, Woden and Tuggeranong. The introduction of the Red Rapid connecting Gungahlin, City, Russell, Barton and Fyshwick increased the population to 23.7%.⁷

This objective will continue to be achieved as the population within the walkable catchment of rapid routes increases through increased development in existing areas in line with the ACT Planning Strategy, improved walkability within transport corridors, increased accessibility to rapid routes with the introduction of new bus stops, and new rapid transport services, such as Capital Metro and other Frequent Network rapid routes, are introduced.



FIGURE 2. Blue and Red Rapid bus lines and their 750 metre walking catchments





Efficient and cost effective

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

◆◆◆ On track to be achieved

Objective	Base	2013
Efficient and reliable movement of people and goods	N/A	Over \$350m in new transport infrastructure investments since 2011–12

Transport for Canberra will improve the efficiency and cost effectiveness of the transport system by delivering transport projects that contribute to a transport network that moves people and goods more efficiently and cost effectively.

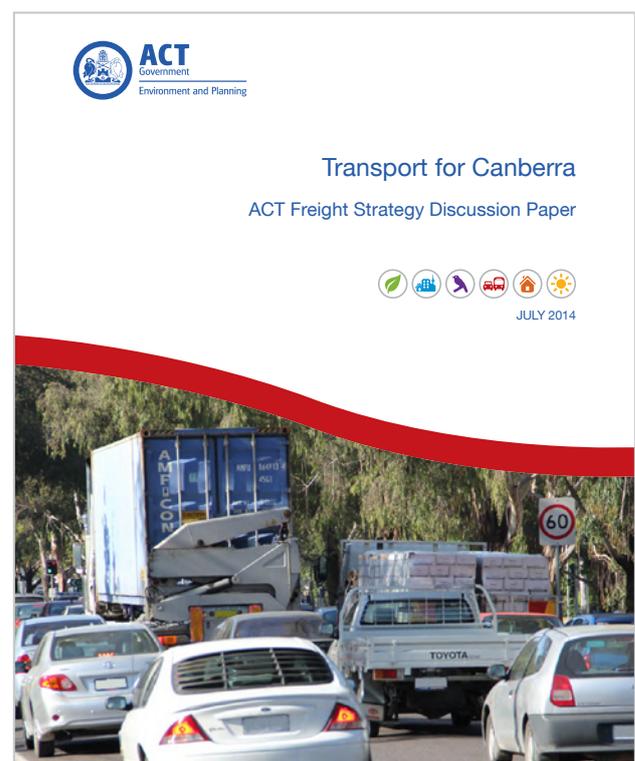
The government has invested over \$350m in significant infrastructure to support transport reliability and improve the efficiency of the transport system. Recent major transport projects have contributed to making it easier for passenger transport, as well as freight vehicles, to move around and through the Territory. These include the Belconnen to City Transitway, Majura Parkway, real time information system (NXTBUS), park and ride program, Barton bus station, Canberra Avenue bus priority measures, targeted intersection upgrades and Parkes Way widening.

Continuing population and freight growth has given rise to a range of increasingly complex challenges in the way the ACT manages its road network to ensure it caters to current and future freight demands, underpinning economic productivity and investment. Illustrating the ACT's freight routes through the use of maps is a critical first step to understanding the locations of both nationally significant freight movements (where these overlap with the ACT network) and safeguarding the timely and efficient delivery of goods and services to the community.

The Freight Strategy (draft released July 2014) has defined key ACT freight routes in conjunction with the Commonwealth's National Land Freight Strategy. The adoption of these maps identifies areas where truck traffic should be encouraged so important freight movements are not impacted by traffic delays, incompatible land uses or other infrastructure constraints. The construction of the Majura Parkway will create a bypass of freight traffic passing through

the Canberra Region and reinforce the role of an orbital road network in separating trucks from general traffic and public transport corridors.

Increasing the throughput of passenger movements along key arterials will help ensure ACT roads are utilised at their optimum capacity, make better use of existing assets and achieve value for money from new investments. Recent public transport investments such as Belconnen to City Transitway, Canberra Avenue bus priority measures and the continued utilisation other Higher Occupancy Vehicle Lanes across the ACT is ensuring that road infrastructure supports fast, efficient travel on these high demand corridors.



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 and actual)	2017 (target)	2022 (target)
Buses	55%	55%	80%	100%
Bus stops	55%	55%	90%	100%

A good transport system is accessible by everyone, however they choose to travel. Public transport and its infrastructure must be accessible to enable people with disabilities to participate in social, health, education, employment and recreation activities.

The Commonwealth Disability Discrimination Act 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 will be determined by reaching the 2012, 2017 and 2022 targets in those years and making progress towards these targets in the interim years.

In 2013 ACTION had 411 buses in service, of which 242 were wheelchair accessible. ACTION continued its fleet replacement program, with 22 older, articulated buses replaced with new low floor accessible buses. Six major bus stops were upgraded to comply with disability standards. This enabled ACTION to achieve the 2012 target 55% compliance with Disability Standards for Accessible Public Transport 2002. 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 to ensure progress towards the 2017 targets. The Action Plan for Accessible Public Transport in the ACT: 2013–2018 was released in 2013.





Safe

OBJECTIVE: Annual ACT fatalities are below the national average

◆◆◆◆ Achieved

Objective	ACT	National
Number of deaths per 100,000	3.20	5.78

The ACT has a good road safety record and Transport for Canberra has commitments to further reduce annual fatalities and improve the safety of our roads and streets for all transport users.

The ACT Road Safety Strategy 2011–2020 and ACT Road Safety Action Plan were adopted in 2011 and aim to achieve no deaths or serious injuries as a result of the road transport system. The new Road Safety Action Plan will be released later in 2014, and will include a focus on vulnerable road users in order to reduce road trauma and improve safety to encourage greater active transport participation.

In 2012 the ACT maintained an average below the national standard, meeting its target (Figure 3). The Road Safety Report Card (JACS, 2013) reported 8,312 ‘on-road’ recorded traffic crashes in 2012 which involved 16,271 vehicles and resulted in 892 casualties including 12 fatalities and 210 persons admitted to hospital.⁸

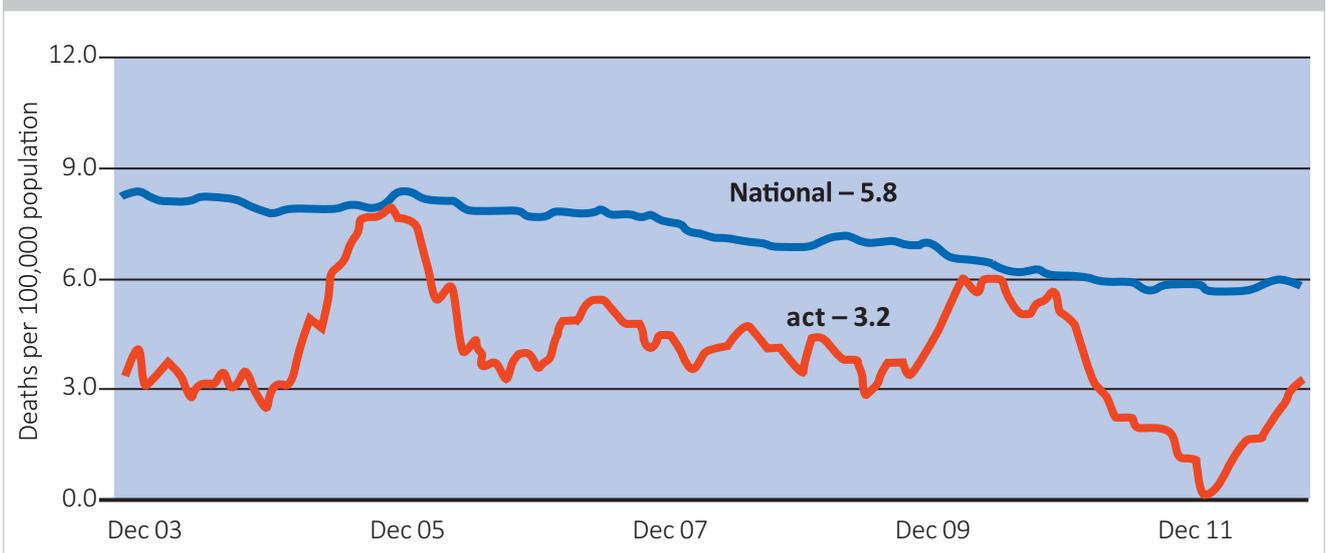
Future improvements to road safety will require a greater focus on road safety for vulnerable road users (cyclists, pedestrians and motorcyclists).

Of ACT road fatalities that involved vulnerable road users between 2008 and 2012, 29 of the 63 fatalities (46%) were vulnerable road users.

Progress on achieving a safer transport system will also be measured through the ACT Road Safety Strategy and Action Plan Framework.



Figure 3. Annual road crash rates 2003-2012, national and ACT. Source: JACS, 2013





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 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%

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%

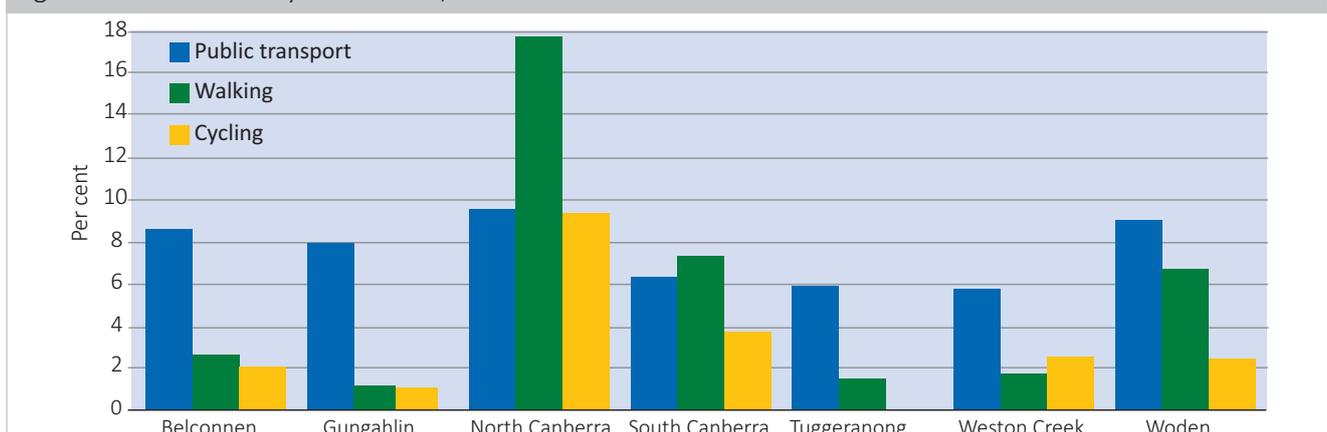
Transport for Canberra identifies 2016 and 2026 mode share targets (Table 2) to encourage an additional 48,000 people by 2026 to use sustainable transport options to travel to work. Meeting these mode share targets will assist in achieving a variety of positive outcomes, including reducing transport emissions, improving road safety, reducing congestion and improving physical activity, for example. Mode share is measured from journey to work data from the ABS census which is updated every five years.

In 2011 the ACT's journey to work mode share was: walking – 4.9%, cycling – 2.8% and public transport – 7.8%.¹¹ There has been a net increase in total sustainable trips between 2006 and 2011, with increases tracking at a rate faster than population growth (2011 Census).¹²

2011 journey to work data shows that mode share varies across the ACT. Central districts, such as North Canberra, South Canberra and Woden, have higher proportions of employment and have higher proportions of journeys to work by sustainable transport (Figure 4).

The ongoing implementation of Transport for Canberra and continued investment in public transport, 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 active travel over time.

Figure 4. Mode share by ACT district, 2011





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)

Active travel (walking and cycling) is a healthy form of transport that uses less energy and fewer financial and material resources than car-based travel, resulting in minimal impacts on neighbourhoods, town, group and local centres, urban bushland, air and water quality. Active travel offers a low-cost form of transport and provides access to services for people with limited transport resources and contributes to good health and wellbeing.

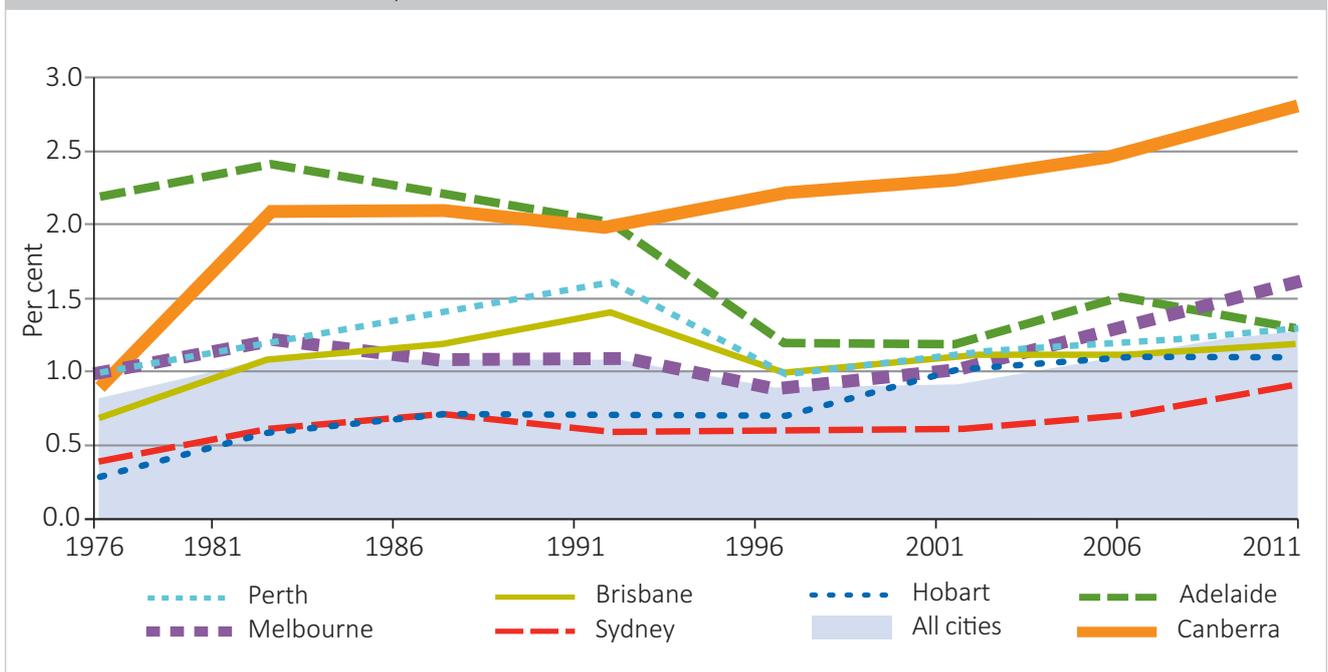
The ACT has one of the highest rates of active travel of the major Australian cities.¹³ Canberra has the highest rate of cycling trips to work (Figure 5) and the second highest rate of walking trips to work (Figure 6) of Australian capital cities. Increasing awareness of the health benefits of active travel provides significant further opportunities to boost walking and cycling for everyday trips and short journeys for shopping, education and leisure purposes.

Between 2011–12, cycling volumes increased by 23%.¹⁴ Data on walking is not available between census years and will be updated from journey to work census data following the 2016 census. While there was no improvement in journey to work walking trips between the 2006–11 ABS census, periods there has been a net increase in total sustainable trips between 2011–13, with increases tracking at a rate faster than population growth.¹⁵

When compared nationally, the ACT ranked third in walking (4.9%) and second in cycling (2.8%) among the jurisdictions, above the national average of 4.5% and 1.2%, respectively.¹⁶ Census data is collected during August and inclement weather can affect active travel journey to work. It can be anticipated that active travel journey to work at other times of the year is higher.

Figure 5. Cycling trips as a proportion of all trips to work capital cities (except Darwin), 1976 to 2011

Source: State of Australian Cities, 2013





A recent National Cycling Survey found that between 2011 and 2013, the overall weekly ACT cycling participation grew from 21.9% to 24.5%, the highest of any state and territory and well above the national average of 16.6%.¹⁷

The ACT Government has allocated over \$12m of new funding over four years for improved walking and cycling infrastructure, new paths and lanes, new pedestrian crossings, lighting signage, shared zones and the Molonglo Cycle Highway feasibility study.



Over 130km of new community paths have been constructed since 2012.

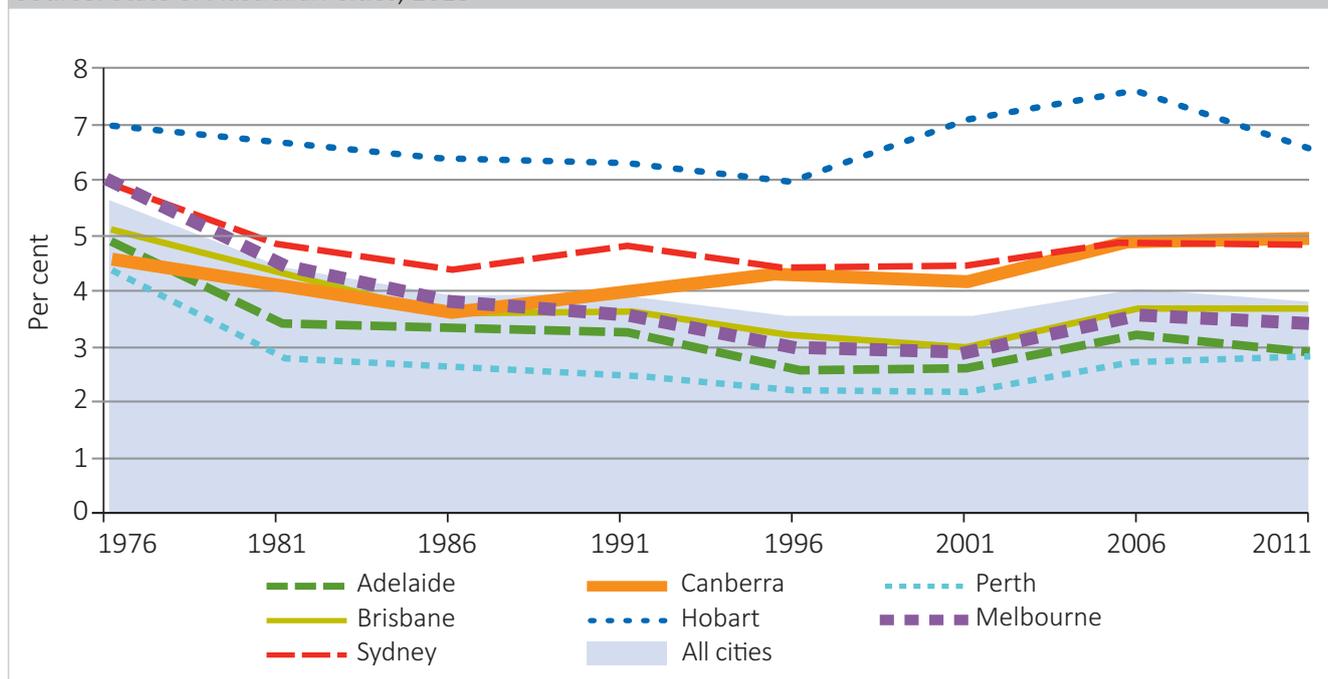
The government is also developing an Active Travel Framework to guide continued investment in cycling and walking infrastructure, policies, education, planning and behavioural change initiatives, enabling more active lifestyles and increasing the uptake of active travel modes across the ACT.

The Framework will outline how we can better plan, build, encourage and manage the potential of walking and cycling and active travel's role in an integrated transport system by:

- enhanced planning of walking and cycling networks to further leverage infrastructure improvements (e.g. integration with public transport, better built form outcomes) that would cater to greater numbers of walking and cycling trips;
- promotion and behavioural interventions to further raise awareness or and encourage walking and cycling participation; and
- ensuring best practice governance arrangements, monitoring, and implementation.

Figure 6. Walking trips as a proportion of all trips to work capital cities (except Darwin), 1976 to 2011

Source: State of Australian Cities, 2013





Sustainable

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

◆◆ Needs improvement

Objective	Base (1990–2011)	2010–11
Transport emissions reduction	29.5% increase	3.5% increase

Transport emissions account for 22% of total ACT emissions (Figure 7). Of that, 88% are emitted from light vehicles such as cars and light commercial vehicles. ACT transport emissions grew by 29.5% between 1990 and 2011 and, while expected to moderate in growth to 2020, will continue to increase without intervention.¹⁸

The ACT’s climate change strategy and action plan, AP2 includes measures to move towards the legislated 40% reduction in greenhouse gas emissions from 1990 levels by 2020 and carbon neutrality by 2060. AP2 commits to reducing ACT transport emissions by 138,000 tonnes by 2020 (Figure 8).

Transport emissions increased by 3.5% during 2010–11.¹⁹ AP2 notes that the implementation of Transport for Canberra will reduce transport sector emissions through mode shift (i.e. people changing their mode of travel from cars to active travel and public transport) and increasing vehicle efficiency and reducing kilometres travelled per person.

Discussion of mode share is included on page 11. The approach to reducing vehicle-generated emissions will be established through the Low Emission Vehicle Strategy (draft released July 2014) and will include a range of potential measures, including a government commitment to introduce a car sharing policy and complementary changes to planning and parking regulation to support car sharing.

Figure 7. Share of emissions by sector (excluding land use, land use change and forestry), 2010–11,
Source: ACT Greenhouse Gas Inventory Report 2010-11, 2013

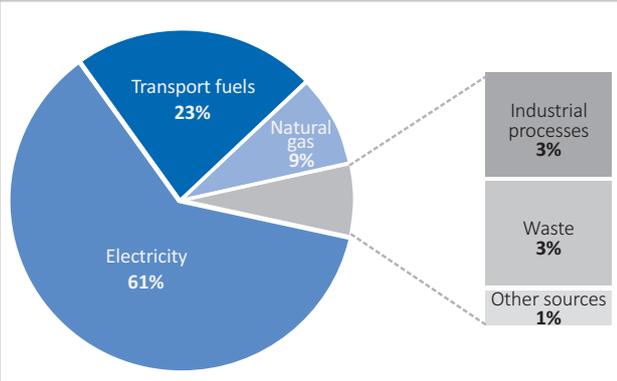
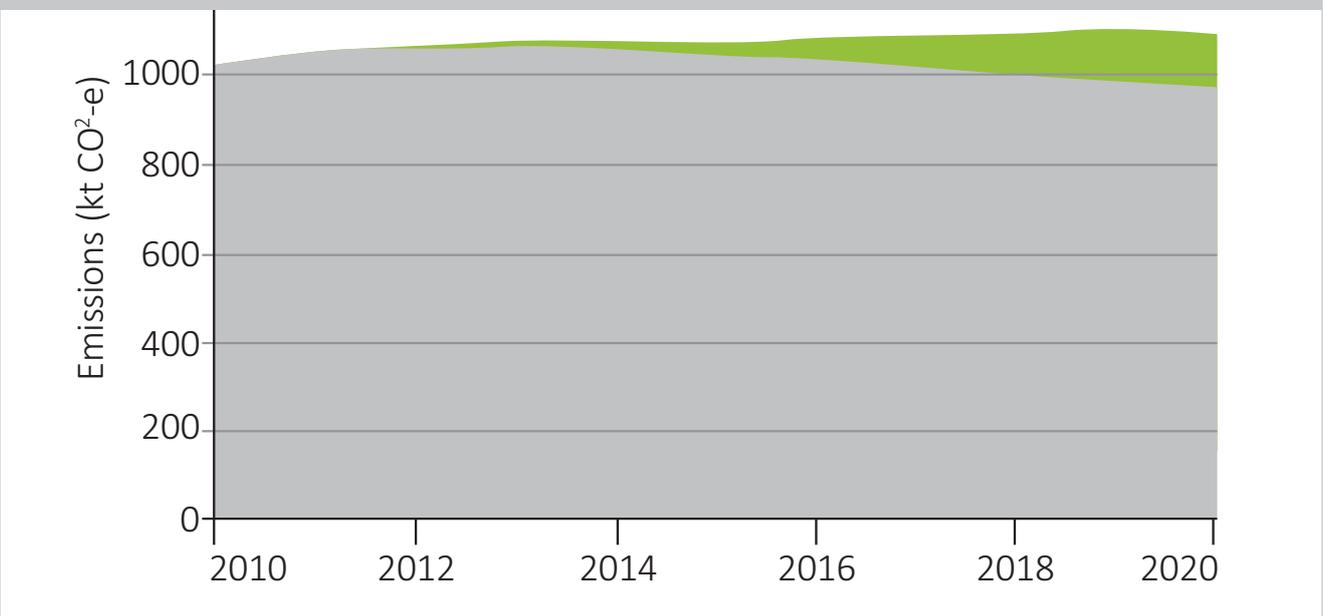


Figure 8. Potential reductions in transport sector emissions under AP2²⁰





Progress of Transport for Canberra actions

Transport for Canberra also included 34 actions which identify the range of policies, projects and tasks that will deliver on Transport for Canberra. Actions are the responsibility of all directorates as part of the government's ongoing commitment to achieving sustainable transport outcomes. A summary of the progress towards the actions follows.

Public transport

No.	Actions	Status
1	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.	<p>◆◆◆ On track to be achieved</p> <p>Progress towards this action is ongoing. Stakeholder engagement is an important part of all transport projects. 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.</p>
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>◆◆◆◆ Achieved</p> <p>The Frequent Network is being progressively implemented through public transport network planning, infrastructure planning, land use planning and construction projects as demonstrated by the following achievements:</p> <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.



No. Actions	Status
<p>3 Actively plan for mass public transport like light rail or bus rapid transit in all new public transport infrastructure planning and design.</p>	<p>◆◆◆ On track to be achieved</p> <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.
<p>4 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.</p>	<p>◆◆◆ On track to be achieved</p> <p>Replacement fleet strategy is in place including new low emission Euro VI buses. More efficient network design (Network 14) and higher capacity new buses have helped increase bus capacity since 2012.</p>
<p>5 Continue to expand Park and Ride and Bike and Ride facilities.</p>	<p>◆◆◆◆ Achieved</p> <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.
<p>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>	<p>◆◆◆◆ Achieved</p> <p>Achieved. ACTION is continuing to explore options to increase the percentage of buses that can carry bikes. Work is continuing on promotion activities.</p>
<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>	<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 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.



No. Actions	Status
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.	◆◆◆ On track to be achieved 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.	◆◆ Needs improvement While some improvements to weekend bus services have been included in Network 14, a seven day network is not yet in place.
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) 	◆◆ 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.
11 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, which will implement recommendations of both reviews by providing community members in pilot areas better access to community transport options through coordination of existing community transport resources and a centralised booking system.
12 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.
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. 	◆◆◆ 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.
14 Continue to progress the recommendations from the ACT Taxi Review.	◆◆◆ On track to be achieved Wheelchair Booking System launched in 2012.



No.	Actions	Status
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> <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>
16	Continue to monitor the implementation of the recommendations of the ACT Accessible Public Transport Action Plan.	<p>◆◆◆ On track to be achieved</p> <p>The 2013–2018 Action Plan for Accessible Public Transport has been released. The government will monitor the implementation of the plan.</p>
17	Adopt an operating speed standard of 40km/hr for the Rapid Service to guide the infrastructure investment program.	<p>◆◆ Needs improvement</p> <p>This work will rely on data from the real time passenger information system (NXTBUS), which will be available from 2014–15.</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>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 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.</p>
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>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:</p> <ul style="list-style-type: none"> • 40km/hr policy trial 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 Hibberston 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.
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> <p>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.</p>
21	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>◆◆◆ On track to be achieved</p> <p>An update is underway and active travel will be included in the current review.</p>
22	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>◆◆◆ On track to be achieved</p> <p>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.</p>



No.	Actions	Status
23	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 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> <p>The majority of these actions are on track as demonstrated by:</p> <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.
25	Implement the Strategic Parking Framework in Transport for Canberra.	<p>◆◆◆ On track to be achieved</p> <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.



No.	Actions	Status
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.	◆◆◆ 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.
27	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.
28	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.

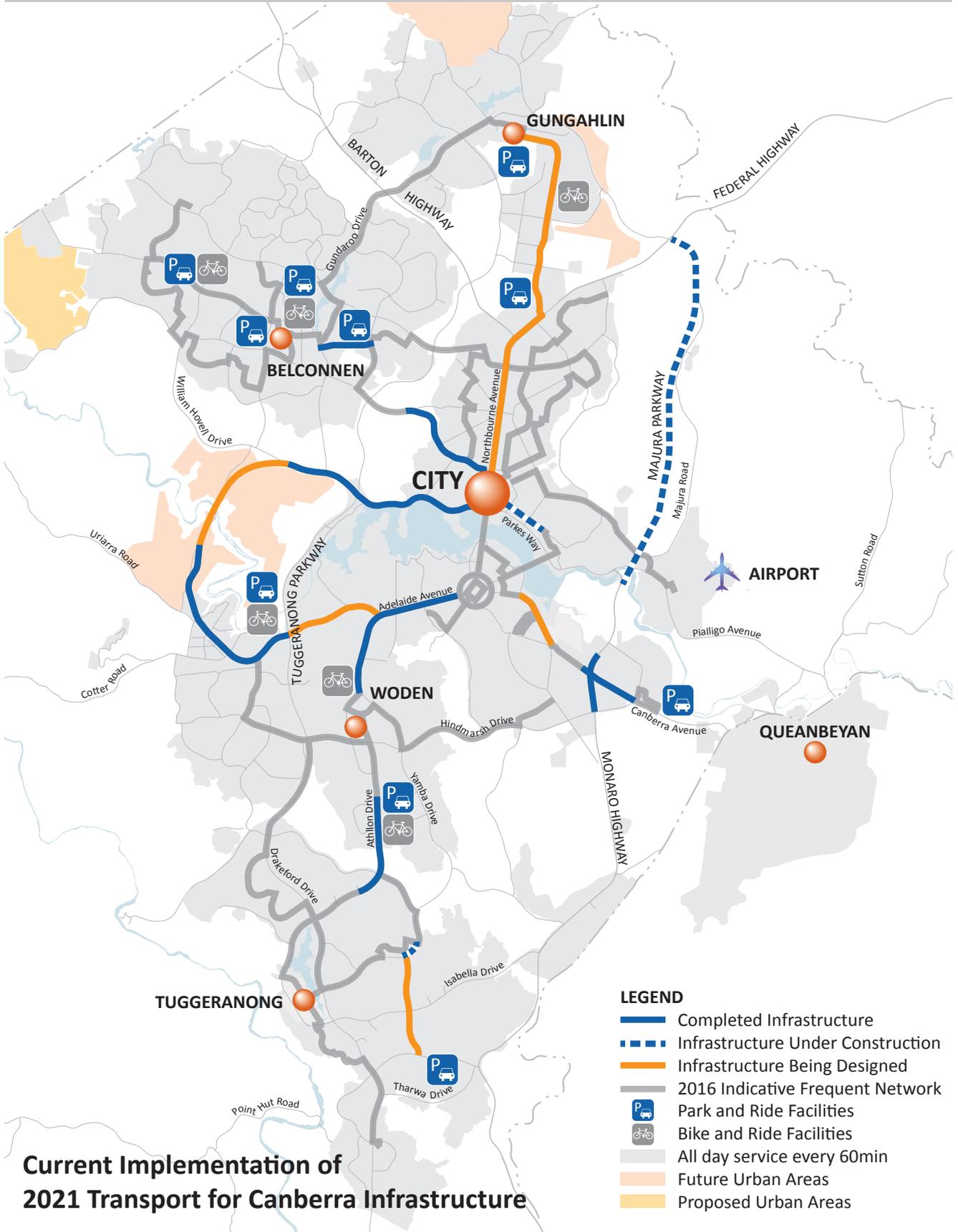
Travel demand management

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.	◆◆◆ 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.
30	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.
31	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.
32	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.
33	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.
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.	◆◆◆ On track to be achieved This is an ongoing action that is reflected in progress across the whole report card.

Progress towards 2021 Transport for Canberra infrastructure

Since 2012, the government has invested over \$350 million on transport infrastructure as shown in Figure 9.

Figure 9. Transport for Canberra infrastructure in 2014.





Endnotes

1. Analysis of 2011 Australian Bureau of Statistics Journey to Work Census data, EPD
2. ACT Road Safety Report Card, 2012, Justice and Community Safety Directorate
3. Analysis of 2011 ABS Census data, EPD
4. ACT Bicycle Volumes 2012, Territory and Municipal Services Directorate
5. National Cycling Implementation Report, 2013, Australian Bicycle Council
6. Analysis of 2006 and 2011 ABS Census journey to work data, EPD
7. Ibid.
8. ACT Road Safety Report Card, 2012, JACS
9. Transport for Canberra, 2012, EPD
10. ABS Census, 2011
11. Ibid.
12. Analysis of 2011 ABS Census data, EPD
13. Department of Infrastructure and Transport, 2013, State of Australian Cities
14. TAMS, 2012, ACT Bicycle Volumes 2012
15. ABS Census 2011 and National Cycling Implementation Report, 2013, Australian Bicycle Council
16. ABS Census 2011
17. Australian Bicycle Council, 2013
18. AP2: A new climate change strategy and action plan for the Australian Capital Territory, ESDD, 2012
19. Independent Competition and Regulatory Commission, 2013, ACT Greenhouse Gas Inventory Report 2010-11
20. AP2, 2012, ESDD

