



ACT Government B

# People focused public transport

A strong and ambitious plan  
for improving public transport.

Canberra  
**Liberals**





# We are ready

Over the last four years, we have been working hard crafting our transport vision for the future of Canberra.

This document sets out our transport policies and achievable milestones to keep people moving and for the long-term benefit of our city.

Our transport focus will be:

- ✓ Faster services
- ✓ Greener choices
- ✓ Better connected outcomes
- ✓ A stronger workforce

and we will deliver this,

- ✓ Cheaper and sooner

We have a strong plan for real change. I welcome you onboard a re-imagined future for public transport in Canberra.

Elizabeth Lee MLA  
Leader of the Canberra Liberals

  [canberraliberals.org.au](https://canberraliberals.org.au)

# People focused transport

A Canberra Liberals Government will initiate generational reform to public transport services to get many more people onto our buses and light rail. Our transport system will be people-focused.

We want a public transport system that ranks with the best in the world for a city of Canberra's size.

The Canberra Liberals Transport Policy titled "*People focused public transport*" will enhance how Canberrans live, work and move across our great city.

Our city needs an immediate plan to encourage people to use public transport. We can't wait decades for the most expensive option, when practical alternatives are available now.

Our transport policy will deliver faster, more affordable, easier services as well as being quicker, greener and much less expensive than light rail.

Clean and green electric bus transport is already available and we can make it attractive without exorbitant capital expenditure.

By partnering with an electric bus manufacturer who would set up shop in Canberra, we can lock in new jobs and skills for apprentices and drive growth in an emerging industry.

Labor and the Greens have been in power for 23 years and have failed to deliver an increase in the percentage of the population using our transport services. They will spend in excess of \$5 billion on light rail over a decade, yet public transport usage remains at <7% of the population, with slow travel times, poor connections,

poor bicycle paths and poor footpath options.

Labor and the Greens have concurrently promised over previous elections light rail will be running to Woden by 2024.

How can Canberrans trust the Labor-Greens Government to deliver light rail to Woden by 2033, when they still haven't decided if it will run via Barton or direct around State Circle.

Canberrans need to ask where is the accurate timeline and which way the line will go through the Parliamentary zone and more importantly, how much will it cost!

It is now time to prioritise the enhancements that are desperately needed to the transport network to deliver what Canberrans want, when they need it and at a sensible cost.

Over the following pages you will read about how we plan to re-imagine public transport in Canberra over the next decade and beyond.

Only the Canberra Liberals have a plan for real transport solutions for the Canberra of today and tomorrow.

No more endless consultations, planning blocks or red tape.

We will get on with the job of delivering a people-focused public transport network that works for you and your family.







# Our plan

The Canberra Liberals transport policy will re-imagine the future of public transport in Canberra with an emphasis on people-focused public transport.

Our plan will get Canberrans where they want to go and when they want to get there.

We will:

- Provide more reliable, frequent and direct bus routes on our *Rapid*, Local and *Xpresso* (Express) bus network seven days a week;
- Build the future City to Woden transport corridor;
- Implement a range of transport improvements in your local area;
- Restore the school bus network and identify where more dedicated school services are needed;
- Trial on-demand local area services for last mile journeys;
- Electrify our bus fleet much quicker than Labor and the Greens.
- Develop and implement a practical plan for bus fleet replacement and invest in growing the bus fleet including the use of high capacity electric buses that will be made by Canberrans, for Canberrans, right here in Canberra;
- Introduce a service guarantee to ensure Canberrans have access to a frequent seven day timetable;
- Introduce a cheaper fare system that is equitable to all Canberrans providing more flexible payment options, discounts for regular use and a free travel zone in the City;
- Retain and grow Transport Canberra's workforce so we have the ability to expand the bus network;
- Ensure more regular and effective community consultation about service delivery;
- Plan for our city's future transport needs and break the barriers to transport usage;
- Further develop and implement the *2019-2023 Transport Canberra People Strategy* with a focus on attracting and retaining bus and tram drivers to increase weekday and weekend services;
- Speed up travel times by implementing more bus priority measures on major routes;
- Complete the Woden bus depot project;
- Plan and build a new northside bus depot to allow the fleet to expand in size;
- Establish a transport taskforce to review, evaluate and report on the current status of the Canberra transport network. The taskforce will report back to Government by mid 2025;
- Honour the signed contract for light rail stage 2A, Alinga Street to Commonwealth Park; and
- Immediately cease all work on light rail Stage 2B Commonwealth Park to Woden.

# More frequent and connected bus and tram services for all Canberrans

Transport Canberra's mission will be to deliver public transport services that will be:

- Affordable;
- Safe and secure;
- Frequent along key corridors;
- Clean and comfortable;
- Easy to understand and use; and
- Accessible to people with mobility challenges.

Canberrans need a public transport system that:

- Provides value for money;
- Encourages more people to use public transport;
- Incentivises the development of more homes and businesses along major corridors;
- Provides transportation for people who cannot drive or do not have access to a car; and
- Ensures that the bus and tram services are integrated with passenger growth and on-time running targets.

To do this we will:

- Implement a seven day bus network that is easy to understand and use, running frequently every day of the week;
- Restore dedicated school bus services where they are needed. This will ensure our kids have a safer travel environment, reduce changing buses and light rail, reduce traffic congestion around schools and free up more space to build future peak hour commuter capacity. The Labor-Greens Government's decision to scrap dedicated school buses made life difficult for parents and children who rely on buses to get to and from school. It has also contributed heavily to motor vehicle congestion around schools with more parents concerned with the safety of their children and choosing to drive them directly to and from school;
- Review local bus routes to ensure they have optimal connections and frequency. No more rambling through the suburbs every two hours on the weekends;
- Bring back the weekday *Xpresso* bus network, providing direct bus journeys from the outer suburbs to the City and Parliamentary triangle. *Xpresso* services were hugely popular under previous networks and allowed commuters to

get to the city without going through an interchange. Removing the *Xpresso* services changed a 30 to 40 minute commute to a 90 minute commute, forced many Canberrans back into their cars and caused overcrowding along bus commuter corridors;

- Trial on-demand local area services to provide last mile connections outside of peak times as well as on weekends and late at night making it safer and more convenient for people to get to and from *Rapid* services and their homes. On-demand bus services have been successfully implemented in many Australian cities including several locations in Sydney. Customers will use an app to book their ride for the same price as a normal bus fare. All vehicles will be fully wheelchair accessible and small enough to negotiate the smallest of Canberra's urban streets;
- Investigate options to provide more frequent and dedicated airport bus services using better suited vehicles to meet airport passengers' needs, separate to existing regular and *Rapid* bus routes; and
- Improve how government procures and delivers transport services for major sporting and events across Canberra as well as enhancing event infrastructure to make travelling to locations more accessible.



# Stage 1

# Stage 2

New transport interchange for buses, light rail and active travel

City Interchange  
City East Bus Station  
Bus priority intersection

**CITY**

Bus priority intersection

Commonwealth Park

Albert Hall Bus Station

**PARKES**

Bus priority intersection

**BARTON**

Capital Bus Station (for investigation)

**GRIFFITH**

**YARRALUMLA**

Kent Street Bus Station (for investigation)

Hopetoun Circuit Bus Station (for investigation)

**DEAKIN**

**CURTIN**

Future Park & Ride  
Carruthers Street Bus Station (for investigation)

**HUGHES**

Potential bridge or realignment of roundabout to signalised intersection

New Phillip Park & Ride

Phillip Bus Station

Busway to follow western side of Yarralumla Creek

Return Woden Park & Ride

Woden Interchange

**WODEN**

Bus priority intersection

Hindmarsh Bus Station

Bus priority intersection

**CHIFLEY**

Completion of the Woden Bus Depot

Athllon Drive

New dedicated busway to run on eastern side of Athllon Drive (separated roadway)

Melrose Bus Station

**MAWSON**

**PEARCE**

Mawson Drive

Bus priority intersection

Mawson Bus Station

Beasley Street & Mawson Park & Ride Improvements

**TORRENS**

Beasley Street

Bus priority intersection

**FARRER**

# The Future City to Woden transport corridor



- Reinstatement of bus only lanes on Adelaide Avenue and Yarra Glen
- New bus lanes
- New off-road busway
- Bus priority measures at intersection



# The Future City to Woden transport corridor

The Canberra Liberals will commence working on a dedicated busway from the City to Woden with completion by late 2027.

A further section from Woden through to Mawson will also be completed by 2028.

The project will provide more transport options, help reduce traffic congestion and provide a faster transition to zero emissions using a fleet of new electric high capacity buses.

The busway will also link key employment and recreation precincts in the City, Acton Waterfront, Commonwealth Park, Adelaide Avenue corridor and the Woden Town Centre.

Priority works will speed up travel times for people travelling to the City from Woden, Weston Creek, Molonglo and Tuggeranong. Commuters will no longer need to change buses to complete their journey.

We will reduce the number of stop-starts at traffic lights with bus priority along dedicated bus lanes and roadways.

With these improvements we will reduce the journey time from Woden to City to under 15 minutes.

The project will offer benefits including:

- A *Rapid* transport corridor for a fraction of the cost of Light Rail;
- Faster travel times between Woden and the City than offered by Light Rail;

- Better active travel connections including bike racks at stops, new off-road cycleways and pedestrian paths;
- Increased tree canopy coverage with extensive plantings along the route, durable and attractive street furniture, pavement and lighting; and
- Use of local suppliers during construction.

Capital works on the route will include:

- A series of bus only lanes along the identified corridors;
- Reinstating the bus only roadway between Capital Circle, along Adelaide Avenue to Carruthers Street in Curtin (currently T2);
- Realignment of the Yarra Glen roundabout in Woden to become a signalised intersection (still allowing for non-stop through traffic);
- A new dedicated busway on the eastern side of Athllon Drive between Hindmarsh Drive and Beasley Street, Torrens, with bus priority at intersections; and
- A new Park & Ride at Phillip, return of the Woden Park & Ride and improvements to the Beasley Street and Mawson Park & Rides.







# Transport improvements in your local area

There are many improvements that are required to make Canberra's bus network reliable for existing and new passengers.

Some of the changes we will look at are listed below for each region of Canberra.

We will consult widely with the Canberra community to see what other services can be provided to get more people using buses and light rail.

## All of Canberra

- Undertake a comprehensive review of the bus network following the ACT Transport Taskforce review;
- Plan for a new *Orbital Rapid* route linking City, Russell, Barton, Manuka, Fyshwick, Monaro Highway, Hume, Chisholm, Tuggeranong, Weston to City; and
- Prioritise high capacity buses on *Rapid* routes, specifically R4 between Tuggeranong, Woden, City and Belconnen.

## Tuggeranong

- Introduce a new seven day timetable, removing the 2 hour waits on local services on weekends;
- Restore dedicated school bus services to local and major schools in the region;
- Reinstate *Xpresso* bus services from the suburbs during peak hours to the City and Parliamentary Triangle specifically from Tuggeranong southern areas direct to the City via the Parkway and

Monaro Highway after construction of the Hume intersection improvements;

- Busway priority on the Tuggeranong to Woden Athllon Drive corridor;
- Introduce bus priority measures on Tharwa Drive and Isabella Drive;
- Trial On-Demand services in identified regions; and
- Open new locations for Park & Ride facilities and improvements to existing Park & Ride facilities.

## Woden, Weston Creek and Molonglo

- Introduce a new seven day timetable, removing the 2 hour waits on local services on weekends;
- Restore dedicated school bus services to local and major schools in the region;
- Implement *Xpresso* bus services from the suburbs during peak hours to the City and Parliamentary Triangle;
- Better bus routes to new suburbs of Molonglo;
- Construct the Woden to City busway on the Yarra Glen and Adelaide Avenue corridor;
- Introduce bus priority measures on John Gorton Drive and Cotter Road to speed up *Rapid* R7 and R10 journeys between Molonglo and the City; and
- Trial On-Demand services in identified regions.

## Gungahlin

- Introduce a new seven day timetable, removing the 2 hour waits on local services on weekends;
- Restore dedicated school bus services to local and major schools in the region;
- Reinstate *Xpresso* bus services from the suburbs during peak hours to the City and Parliamentary Triangle;
- Better bus routes to new suburbs including Throsby, Taylor and Jacka;
- Trial a new express service X1 from Gungahlin to the City via Gungahlin Drive or along R1 route stopping only at Nullarbor, Wells Station Drive and Dickson Interchange and continuing to Russell and Barton. This will alleviate overcrowding on light rail;
- Implement a more frequent light rail timetable once four new trams arrive;
- Introduce further bus priority measures on Gundaroo Drive to speed up *Rapid* R8 journeys between Belconnen and Gungahlin;
- Trial On-Demand services in identified regions; and
- Upgrade the Gungahlin Park & Ride carpark and look at improvements to the Wells Station and EPIC Park & Ride facilities.

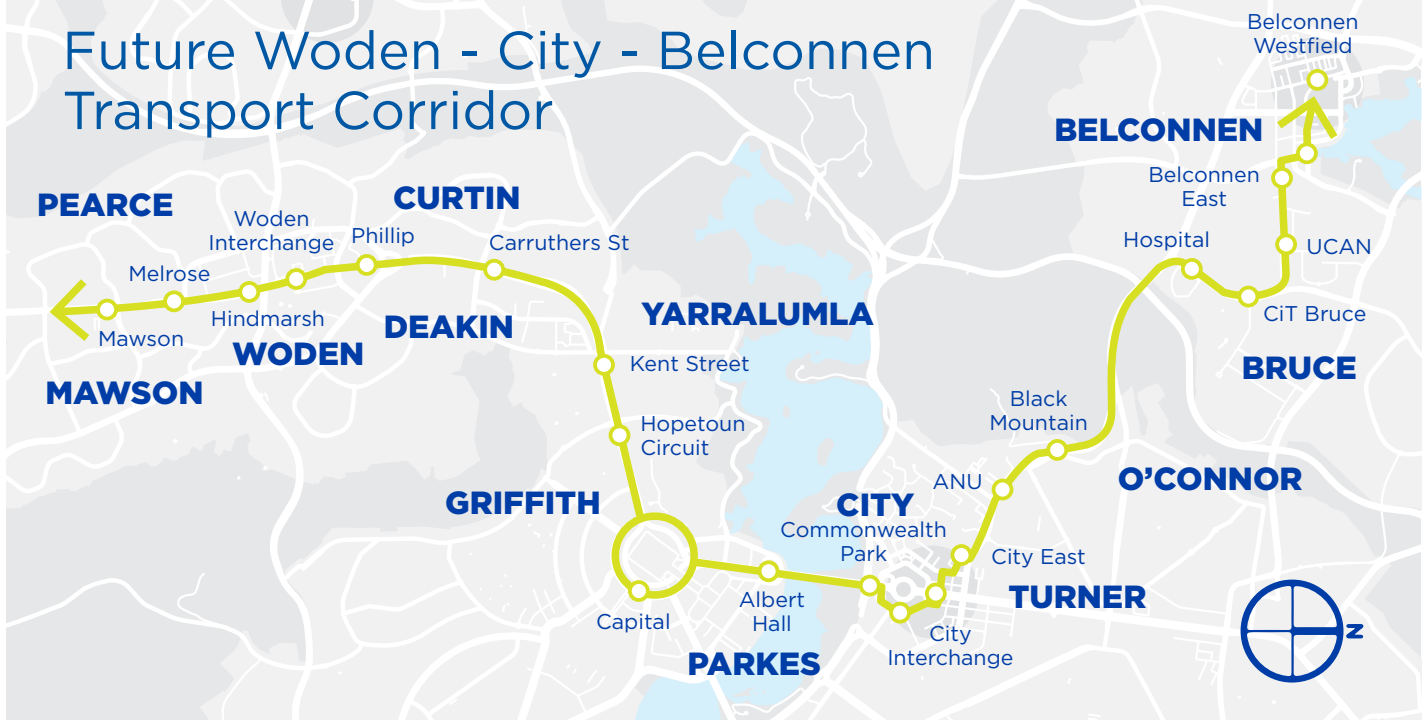
## Belconnen

- Introduce a new seven day timetable removing the 2 hour waits on local services on weekends;
- Restore dedicated school bus services to local and major schools in the region;
- Reinstate *Xpresso* bus services from the suburbs during peak hours to the City and Parliamentary Triangle;
- Better bus routes to West Belconnen, including bringing the Ginninderry shuttle service into the seven day regular bus network;
- Re-route Giralang and Kaleen Routes 30 and 31 to remove interchanging at Dickson and provide direct access to the City along Northbourne Avenue;
- Introduce further bus priority measures on William Slim Drive to speed up *Rapid* R8 journeys between Belconnen and Gungahlin; and Southern Cross Drive to speed up journeys between West Belconnen and Belconnen Town Centre;
- Trial On-Demand services in identified regions; and
- Open new locations for Park & Ride facilities and improvements to existing Park & Ride facilities.





# Future Woden - City - Belconnen Transport Corridor



## Central Canberra

- Introduce a new seven day timetable, removing the 2 hour waits on local services on weekends;
- Restore dedicated school bus services to local and major schools in the region;
- Construct the Woden to City busway on the Adelaide Avenue and Commonwealth Avenue corridor including investigating major stops at Carruthers Street, Novar Street and Hopetoun Circuit;
- Introduce bus priority measures on Constitution Avenue between Russell and the City and Canberra Avenue between the ACT/NSW border and Barton Interchange (Brisbane Avenue);
- Trial On-Demand services in identified regions;
- Identify new locations for Park & Ride facilities including at the potential new Carruthers Street Busway stop and improvements to existing Park & Ride facilities;
- Investigate options to provide more frequent and dedicated services using better suited vehicles to meet airport passengers' needs, separate to existing regular and *Rapid* bus routes.

## Regional

- Partner with key suppliers to increase regional services to Batemans Bay, Bungendore, Murrumbateman, Yass and Queanbeyan; and
- Work with the NSW Government on the regional rail project to increase train services to and from Sydney with new rolling stock and track upgrades to reduce travel times.







- ✔ Made in Canberra
- ✔ By Canberrans
- ✔ For Canberrans



# Build our future bus fleet right here in Canberra

The Labor-Greens Government has failed to plan for modernising and growing Canberra's bus fleet.

In the early 1990s there were two buses in the fleet for every thousand Canberrans. In 2024 there is fewer than one bus per thousand Canberrans<sup>3</sup>.

With an excessive reduction in the growth of the transport network over the past two decades, the bus fleet has failed to keep up with the population increase.

The current order for 100 electric buses will only replace the older types of gas and Renault buses and will not be able to increase services across the network.

We need to procure over 500 new buses over the next decade to modernise the bus fleet, and catch up to the growing Canberra population.

The Canberra Liberals will go to market to partner with a bus manufacturer to build electric buses in Canberra by establishing a manufacturing hub.

Our plan is to assemble our electric vehicles here in Canberra to create local jobs. Made in Canberra, by Canberrans, for Canberrans.

Assembling buses is already being undertaken in other cities where suppliers have partnered with government to set up assembly and maintenance centres to deliver large bus orders.

We understand that this may take some time and, in the interim we will seek a supplier to build and deliver buses outside Canberra until the facility is setup to build vehicles locally.

We will also look to build buses for other jurisdictions in Australia. With the global shortage of electric buses, this initiative will create and keep jobs in Canberra for the long term.

We will convert the current bus fleet to fully electric as part of our commitment to net zero emissions and to enhance the clean air that Canberrans are rightly proud of.

There are over 400 diesel and gas buses in the current fleet that will need to be transitioned to ebuses, as well as at least 20 more buses each year to meet the needs of Canberra's population growth.

As well as partnering with a manufacturer we will:

- Implement a viable bus fleet replacement program and invest in growing the bus fleet so we can provide more services for Canberrans;
- Investigate the use of high capacity electric buses enabling more people to travel; and
- Ensure that every bus in the fleet is fitted with bike racks or onboard bike carrying features.

3. In 1991 there was 1.96 buses per thousand people in the ACT (population of 250,000). In 2024 there is just 0.95 buses per thousand people (population of 478,000).





# Service guarantee

A positive public transport culture exists where the majority of people in a city understand the public transport network, have a positive view of the system and willingly use the services as a genuine alternative to car-based trips.

We need a system which is easier to get to know and use, where people spend less time on the bus or waiting for it and where services are more dependable and connected to more places.

We will establish a set of public transport planning guidelines for a simpler, more understandable bus network.

These guidelines will support the best outcomes for customers based on best practice public engagement, research and rigorous analytical technical benchmarking.

We will legislate a service guarantee within 12 months of receiving the ACT Transport Taskforce report.

The legislation will cover *Rapid*, local, school and *Xpresso* (express) bus routes and will be defined by service frequency and type of route.

This service guarantee will give Canberrans a reliable and frequent seven day timetable.

Service Type	Overall requirement	Peak requirements
<b>Rapid</b>	<i>at least every 15 minutes from 7am to 7pm, 7 days a week</i>	<i>every 5-7 minutes during peak periods or better</i>
<b>Local</b>	<i>at least every 30 minutes during daytime at least 7 days a week</i>	<i>more frequent during peaks</i>
<b>School</b>	<i>Transport Canberra will be required to liaise, evaluate and provide at the beginning of each school year dedicated school services that meet the needs of travelling students</i>	<i>no requirement</i>
<b>Xpresso (Express)</b>	<i>no requirement</i>	<i>at least every 30 minutes during peak periods at least Monday to Friday</i>





# An equitable fare system

The Labor-Greens Government has failed to deliver a replacement for the MyWay ticketing system for over a decade.

We will implement a cheaper fare system that is equitable for all Canberrans.

It needs to drive significant increased patronage on buses and trams.

We believe this can be achieved by:

- Encouraging more people currently using cars for their regular travel needs to use public transport instead; and
- More frequent use of public transport by existing customers - not just for trips to and from work, but during the evening and on weekends.

We need a fare system that is simple and innovative to increase the use of public transport travel and secure new customers.

To do this we will:

- Deliver flexible payment options through the new MyWay Plus ticketing system once it is up and working and we assess its capabilities;
- Provide discounts for regular use through capped weekly fares; and
- Set up a free travel zone in the city area.

## Capped weekly fares

We will cap weekly public transport fares. With our new modern ticketing system, once you hit the cap, every journey you take thereafter will be free. In 2025 the maximum weekly fare will be limited to \$25 for adult fares.

The current single oneway adult fare is \$3.55. The weekly cap would save a weekly commuter between \$5.50 and \$19.70<sup>1</sup> or up to \$1,024.40 annually. This will mean every trip on the weekend would be free.

The weekly cap would also encourage people to change from driving their car and save on car parking.

This policy will encourage use of public transport off peak and on the weekends, as weekend usage would essentially become free for weekday commuters.

It will also help with cost of living pressures and encourage Canberrans to use public transport as they weigh up the cost of parking with a fixed weekly transport fare.

2025 maximum weekly bus & light rail fare:	<b>\$25.00</b>
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2025 weekly car parking cost <sup>2</sup> :	<b>\$120.00</b>
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<sup>1</sup> \$5.50 is the saving on 10 trips per week and \$19.70 is the saving on 12 trips per week.

<sup>2</sup> Estimated weekly car parking in Civic is \$120.00.



FOODS BULK  
HEALTH FOODS

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# Free City Travel Zone

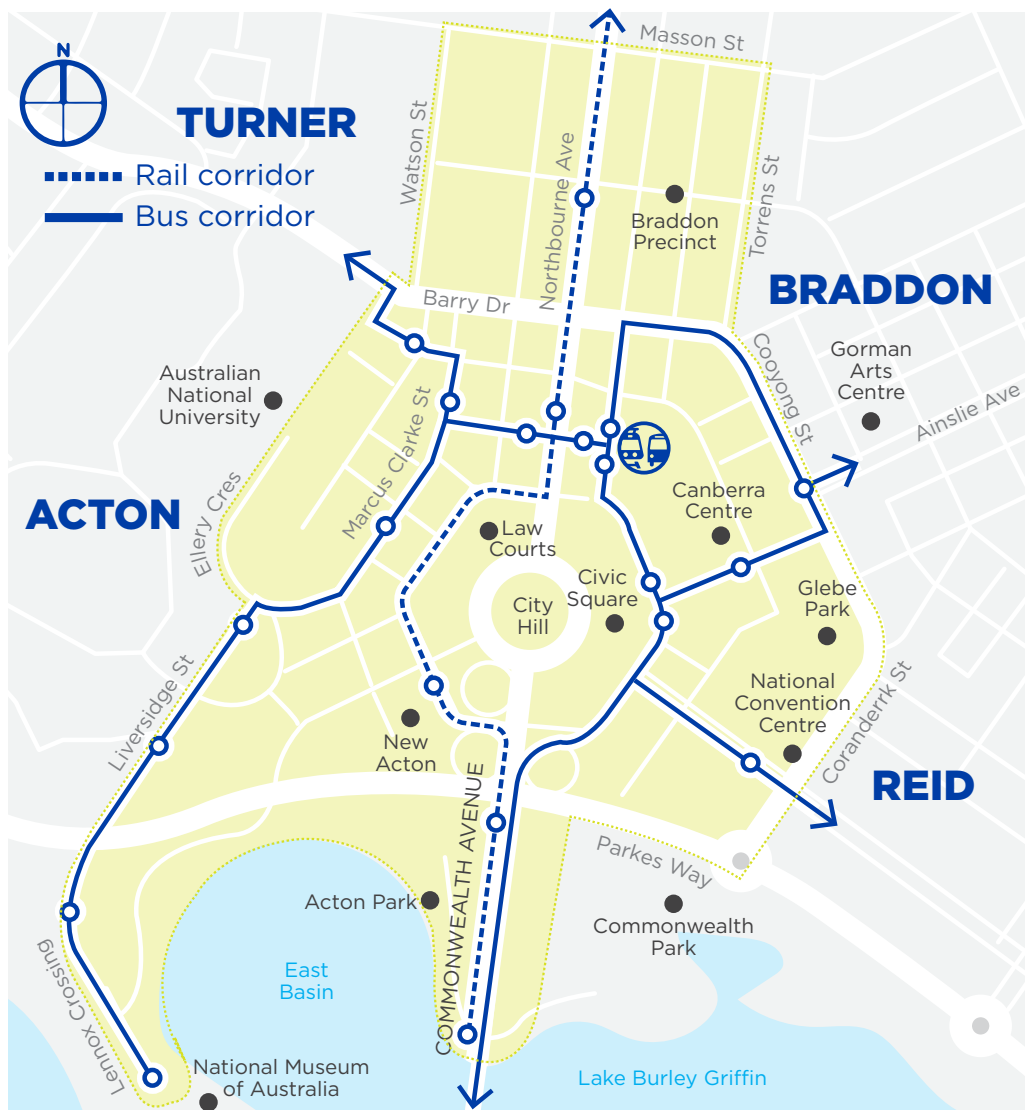
Getting around Canberra City is becoming increasingly hard. Limited parking options combined with zones for entertainment, shopping and work across a wide area mean people rely on their cars for short journeys.

To relieve the strain and the need to build even more carparks, we will provide a Free Travel Zone in the city centre to encourage more public transport usage.

Visitors to the city can park their car centrally and use the free services to get around.

The Free Travel Zone will also encourage use of light rail stage 2A when complete, allowing travel from the city centre to the lake for tourists and locals alike.

The zone will be clearly marked at bus and light rail stops with comprehensive information and signage.



To travel free, people will need to start and finish their journey within the zone.

If their journey starts or finishes outside the zone, they will be required to pay a fare for the whole journey.

“ We want to encourage short trips in Civic and reduce car usage ”



Image of Australian built Volgren Double Deck bus



# Retain and grow Transport Canberra's work force

Over the past decade services have been far from satisfactory for a city of Canberra's size.

The current government blames the lack of bus drivers for not being able to deliver a fast and frequent seven day bus network.

We will ensure that Transport Canberra has a sufficient workforce to return the bus network to its community service obligation levels and meet our targets for minimum service levels.

We will further develop and implement the *2019-2023 Transport Canberra People Strategy* with a focus on attracting and retaining bus and tram drivers.

We will expand on Transport Canberra's five priorities for its over 2300 strong workforce:

- **Attracting the right people** - making sure that people with a high level of skill or expertise are in the roles that best suit them;
- **A great employee experience** - be as flexible as possible while still meeting the service level expectations;
- **Creating pathways to growth** - giving people a fair go and providing the leadership and mentoring for them to be the future leaders of the organisation;

- **Shaping a diverse and inclusive workplace** - ensuring everyone is welcome to be a part of Transport Canberra; and
- **Purposeful leadership** - reducing the toxic workplace environment.







# Customer friendly transport

We will future-proof our transport system to make sure we have the right priorities.

We will plan and deliver customer-friendly initiatives including:

- Smart, connected bus stops with real time electronic information and other customer wayfinding enhancements. The new upgraded stops, initially for *Rapid* corridors, will significantly enhance the attractiveness of using buses and make any interchanging a pleasant experience;
- A new travel app that provides accurate real time information, trip planning for all travel modes that is fully integrated with the MyWay Plus ticketing system and, where possible, any on-demand bus service trials;
- A feedback web page to allow customers to provide feedback at any time about services and set key response deadlines to ensure issues are dealt with in a timely manner;
- Mobile phone charging stations at stops and USB charging ports on buses and light rail;
- More bicycle hubs or secure enclosures at the busiest bus stops, bus interchanges and light rail stops with MyWay Plus secure access;
- Improved bus stop signage and customer information including making printed timetables and maps available at all interchanges and government shopfronts;
- A transport wayfinding system to help passengers navigate our public spaces and find their closest transport services;
- Additional Park & Ride facilities across Canberra and enhancements at existing locations including undercover parking and security surveillance to ensure users have a safer and more user friendly Park & Ride experience;
- Emergency Help Points at interchanges and major stops. Much like light rails stops, using an Emergency Help Point, passengers will be able to communicate with authorities for assistance; and
- More regular and effective community consultation about service delivery. We will actively listen to the community and our customers, remain open to ideas at all times, provide information without spin, plan with transparency and deliver with efficiency.

# Priority transport projects

The Canberra Liberals will make informed and sound economic decisions for planning, procuring and implementing transport projects across Canberra.

Our aim will be to get Canberrans where they need to go as quickly and comfortably as possible without having to change transport modes constantly.

The fastest way to do this is to remove stop-start sections along *Rapid* corridors, introduce more intersection jump-starts, more slip lanes and priority phasing for buses at traffic lights.

We have identified a number of initiatives to help achieve our objectives including:

- Building the Belconnen to City busway;
- Planning and building a new busway between Woden and the City by 2027;
- Identifying and installing more priority phasing, intersection jump-starts and bus priority measures initially on our *Rapid* routes and then on other routes where identified;

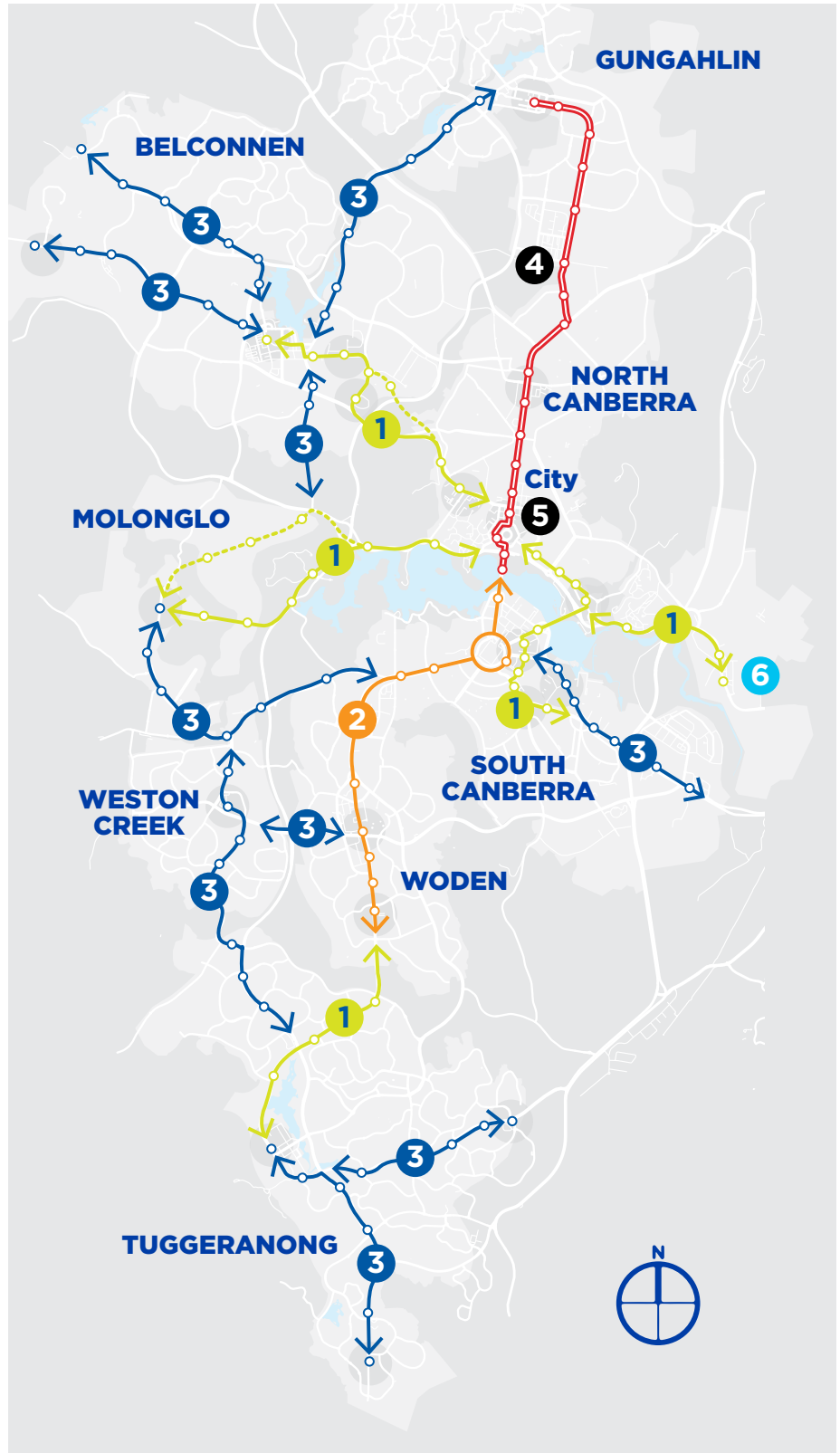
- Planning and constructing a new northside bus depot;
- Reducing road congestion for buses, light rail and private motor vehicles with harmonised and synchronised traffic lights;
- Installing transponders in the bus fleet to assist with making the bus priority signals work better, signalling ahead to speed up “B” signals when the bus arrives, similar to the ones used on the Gungahlin to City light rail line. This system works effectively in other Australian cities on buses including Sydney and Brisbane; and
- Building a new City transport interchange to enable better transfers between all transport modes and provide a true dedicated customer walk in centre for bus information, assistance, MyWay Plus enquiries and more.





## Project highlights around Canberra

- 1** Fill the gaps on the trunk *Rapid* bus corridors across the city to speed up buses and provide better stop facilities.
- 2** Build the City to Woden transport corridor.
- 3** Bus priority measures on secondary *Rapid* bus corridors as well as provide better stop facilities.
- 4** Plan and build a new northside bus depot.
- 5** Build a new Civic transport interchange to enable better transfers between all transport modes.
- 6** Investigate options to provide better airport bus services to meet airport passenger needs.







# Establish the ACT Transport Taskforce

As a first step the Canberra Liberals will establish a transport taskforce to review, evaluate and report on the current status of Transport Canberra services.

The taskforce role will include reviewing:

- The *ACT Transport Strategy 2020*;
- The neglect in funding essential regular and school bus services for over a decade;
- Passenger satisfaction including complaints;
- The workforce shortages;
- Weekend bus frequency deficiencies;
- Performance data for the past 5 years;
- The failed electric and diesel bus procurement projects;
- The stalled Woden bus depot project;
- The use of non-standard accessible buses that are now in breach of disability discrimination legislation;
- The delayed ticketing system; and
- Any other project or service that is yet to be delivered.

The taskforce will also review:

- Light rail stage 2A, Alinga Street to Commonwealth Park to ensure the extension is as viable as possible as a transport route when it becomes operational in 2028;

- The *ACT Government Zero-Emission Transition plan* for Transport Canberra and ascertain the viability of the plan and amend it to ensure it establishes new accurate and achievable targets;
- The approach and targets of the *ACT Transport Recovery Plan Refresh* - August 2022;
- The targets set for public transport usage under the *2012-2031 Transport for a Sustainable City Plan*; and
- Existing government land use policies along major transport corridors.

The taskforce will take submissions from stakeholders and, most importantly, the Canberra public through surveys online, submissions and passenger forums.

The taskforce will report back to Government by mid 2025.

The report will be made public on the same day it is delivered to Government.

# Why we are doing this

The current public transport system is not meeting our needs. The Canberra Liberals' "*People focused public transport*" policy will move to a 'choice' model, giving viable options to existing and potential users, moving away from the current 'patronage' or 'social inclusion' model which is clearly not working.

Light rail has not improved patronage on a per capita basis and in most cases has been a factor for increased car usage as the local bus network has been sacrificed.

Less use of public transport means more congestion on our roads and higher costs for households using cars rather than the bus, light rail or active travel.

We have a bus network that is complex and too infrequent, especially on weekends, to attract new customers.

Public transport services are lagging behind population growth and are not fairly distributed throughout Canberra, with residents in the outer suburbs having less frequent buses and fewer public transport options. Labor and the Greens cut the highly popular *Xpresso* services and made Canberrans catch multiple slower buses instead.

Labor and the Greens also removed many direct school buses in 2019 and gave schools and students very little help in finding alternative ways to get to their school. They were abandoned and even after a huge public outcry Labor refused to reinstate the services that were essential for so many families.

Labor's *Moving Canberra: Integrated Transport Strategy* was driven by political ideology. Labor and the Greens have

supported light rail at any cost and with no proper consideration for impacts to the wider transport system and the community.

Canberra should have an expanded *Rapid* bus network that is flexible, can adapt to changes in the growing city footprint and be expanded quickly where demand exists.

Labor and the Greens have a system planned in secrecy and driven by political priorities rather than customer service. There should be much more open, frequent and regular consultation. We need to engage with the wider community, not just those residents affected by changes, about the issues and opportunities they see for improved services in our public transport system.

Every day our complex network carries tens of thousands of passengers, many who have no other choice but to persevere and use them.

Canberra has grown but our bus network has barely moved. Many of the bus routes we have today are decades old.

The bus system we have now was designed for a very different Canberra, one that had fewer people, different kinds of work and social activities.

Canberra's buses are amongst the least used buses in the nation. The routes go around in circles, require many transfers and are very unreliable.

Patronage is declining because people are choosing alternate transport modes including their cars to get where they need to go.



✔ Return reliability to services seven days a week

✔ Break the barriers to transport usage

The percentage of Canberrans using public transport to go to work is one of the lowest in Australia.

We know that our bus network is not what it should be; a world class leading option that Canberrans deserve.

Importantly, for many Canberrans, public transport is their only transport option and it continues to fail them.

We have the opportunity to fix this problem.

It is time to develop a network that is the right fit for today and the Canberra of tomorrow.

We have so many changes that need to be made to get Canberrans moving again. We need to restore reliability and build confidence as our first step.

We will increase capacity, improve customer service, build more active transport options, all the while planning for a future that involves new technology and innovation.

We want to prioritise buses, provide dedicated lanes, traffic signal priority and other improvements to keep more people moving.

We need a faster and more reliable bus network through simple and direct routes.

Driving for 10 minutes versus commuting for up to an hour on the bus does not provide an incentive to use public transport. Much of the disruption to local

✔ Build an integrated “people-focused transport network” that will adapt to Canberra’s growing population

bus services has been the result of buses being redirected to feed the light rail service from Gungahlin to City.

Without significant change, our transport system will undermine Canberra’s livability and limit its potential.

The Canberra Liberals’ “*People focused public transport*” policy will get Canberrans where they want to go, when they want to get there.



# People focused public transport

Thanks for taking the time to read our  
people focused public transport plan.

We'd love to hear your thoughts.  
Together, we can take the first step  
toward a better Canberra.

Visit

[canberraliberals.org.au](http://canberraliberals.org.au)



Canberra  
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