

Transport for Canberra  
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## **Adelaide Avenue Bus Stops Study**

Thank you for the opportunity to comment on the Adelaide Avenue Bus Stops Study.

WVCC has concerns that the study does not appear to consider the wider impacts on the ACTION network. Depending on the options selected, it is possible that between two and five minutes may be added to the trip time between Woden and Civic. This will degrade service for the southern Woden Valley and Tuggeranong. The extended trip time is likely to result in losses of patronage in these areas which may well exceed that gained from the new stops.

WVCC is concerned that while the proposed Adelaide Avenue Bus Stops are ostensibly to service current residents, the intention may be to facilitate development along Adelaide Avenue/Yarra Glen. As a Council, we strongly oppose any moves to further degrade the open space that separates south Canberra from the Woden Valley. To do so makes no sense from either a town planning or a transport point of view.

At present, there is a limited catchment for each of the stops. Carruthers St is the worst with the Yarralumla Creek flood plain to the west and mostly bushland to the east. Novar St may be more viable if the Yarralumla brickworks redevelopment goes ahead. The catchment could be greatly extended by improved frequency on the route 2 service. Ideally the frequency should be every 10 minutes in peak periods and 20 minutes off-peak (including weekends). A frequency of 15 minutes peak, 30 minutes off-peak would be much less effective – 15 minutes is an eternity to wait!

If the Adelaide Avenue bus stops are built, WVCC is concerned that they have high standards of amenity and safety:

- Easily and quickly accessible by able and disabled passengers.
- Good weather protection at the bus stops and approaches.
- Route 2 stops located close by for convenient interchange access.
- Bike'n'Ride facilities at the stops if possible.

A new stop at Parliament House would be more valuable – it is a major employment centre and a tourist destination. This could be easily established with a ramp from the end of Adelaide Avenue to the western side of Parliament Drive (Senate side) and back on to Commonwealth Avenue. The stop would also act as an interchange with the Gold Line (routes 2 & 3) and provide an effective connection to Barton and Parkes – again major employment centres and tourist destinations.

The Blue Rapid service trip times are already longer than the former Intertown 333 service. Adding in the Adelaide Avenue bus stops and the planned diversion via Erindale represent a further significant degradation. A solution may be to split the Blue Rapid into an Express service and a Semi-Fast service each running at a frequency of 10 minutes or better throughout business hours and 20 minutes off-peak.

- Express service could run Tuggeranong – Belconnen only with intermediate stops limited to Southlands, Woden, Parliament House (or Albert Hall), Civic and ANU/CSIRO (if no parallel frequent local service, stops at Greenway and Wanniasa Shops could be added). This in effect restores the Intertown 333 service. It would take the shortest and fastest route – Athlon Drive from Tuggeranong and Eastern Valley Way from Belconnen.
- Semi-Fast could run from Lanyon, Tuggeranong, Erindale, Southlands, Woden, Parliament, Albert Hall, Civic, Calvary Hospital, UC, Belconnen and Kippax with widely spaced stops including the proposed Adelaide Avenue stops. Essentially this is the route proposed in the Strategic Public Transport Network Plan.

As well as providing rapid intertown service, the Express service would leverage service to the outer suburbs, examples:

- A passenger from Lanyon wanting to travel to Belconnen would take the Semi-Fast to Tuggeranong and transfer to the Express Service.
- A passenger from east Tuggeranong going to Belconnen would take a feeder service to Erindale, transfer to the Semi-Fast to Southlands, then transfer to the Express (if just going to Woden, the passenger would stay on the Semi-Fast).

There is also value in splitting the Blue Rapid service as buses can be full leaving Woden in the morning peak and may bypass the Adelaide Avenue stops (this often happens at the Melrose Drive stop at Phillip Pool) – the Semi-Fast service is less likely to be overloaded. It would also be logical to concentrate the large 53 seat buses onto the Express service and use standard 45 seat buses with bike racks on the Semi-Fast service.

The current trip time on the Blue Rapid from Tuggeranong to Civic is 34 minutes. The Express service should aim to reduce this nearer to 25 minutes making service to the outer Tuggeranong suburbs more attractive and viable.

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