



Inner South Canberra Community Council

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ISCCC SUBMISSION ON NEW BUS NETWORK

Thank you for providing the ISCCC with an extension of time for our submission on the new bus network.

This submission is based on feedback at the ISCCC's public forum on 10 July and at the Old Narrabundah Community Council public forum on 30 July, and other feedback from inner south residents.

Some issues in bus route planning

Considerations during bus route planning should include:

- Greater public access to disaggregated passenger statistics for specific bus routes.
- Minimising connection times for people who have to change buses to reach their destination.
- Topography eg avoid bus passengers having to climb hills to/from bus stops.
- Areas of economic disadvantage must be well served by bus networks.
- Ensure bus stops are at locations with good lighting, and with nearby traffic lights or pedestrian crossings where passengers have to cross busy roads.

Part of the reason for the ISCCC's delayed submission is that we sought, unsuccessfully, statistics from Transport Canberra on disaggregated passenger numbers (by ticket type) for each bus stop in Narrabundah during the operation of the old Route 5 bus, and the new Route 4 and the new Route 6 buses. We were advised that provision of these statistics would not be comparing like with like. However, we would have preferred to receive the statistics along with any caveats about their interpretation. Provision of such data is in the public interest, and provides confidence that decision-making is evidence-based.

Specific feedback on the proposed new bus network

We received this feedback from residents at our ISCCC public forum on 10 July 2018:

- There were concerns about changes to bus routes, especially the loss of many stops in Forrest, Barton and the Parliamentary triangle for bus routes 2&3.

- There was also concern about the proposed elimination of bus route 80, especially for those with mobility issues and carrying suitcases who want to get to the railway station at Kingston.
- It was suggested that there be earlier start times for buses on weekday mornings and better services on Sundays.
- There was a query about whether it was reasonable to expect people to walk up to 1 km to catch a bus.
- Questions were raised about the way the proposed bus network will link to the light rail.
- There was also interest expressed in electric buses.
- It was suggested that China had useful experience with light rail technologies that should be considered.
- There were questions about whether there is a need for light rail if there are good rapid buses and why the bus network is being changed if people are happy with it.

Reinstatement of bus through Old Narrabundah

For many months there have been major concerns expressed about the adverse impact of changes in the bus network through Old Narrabundah.

Old Narrabundah is bordered by Canberra Avenue, Sturt Avenue, Jerrabomberra Avenue and Hindmarsh Drive. It is a community of about 1500 homes, apartments and units and 30% of the population considered to be under social and economic disadvantage (23% public housing and 7% other community accommodation).

Prior to the bus network changes in 2017 (which occurred without consultation), the community was served by Route 5, a route covering transport to Woden, Griffith, Manuka, Kingston and the City Centre. This route provided a reasonable level of access to shops, schools, recreational areas and workplaces and, most importantly, a direct line of transport to medical services at Canberra Hospital (Woden).

In 2017 the axing of Route 5 discontinued this level of access, whilst improving the frequency of bus transport in other areas in the inner South with the introduction of Route 6. Residents of Old Narrabundah consider that their community has been unfairly discriminated against with the implementation of these network changes.

It was clear at the Old Narrabundah Community Council (ONCC) public forum on 30 July 2018 that there is very strong concern about the loss of the direct bus access from Old Narrabundah to Woden. Accordingly, the ISCCC supports the request from the ONCC for the reinstatement of a direct bus access to Woden for Old Narrabundah residents.

Reinstatement of Bus stops Servicing Forrest, Barton and Parkes

The ISCCC has been advised by local residents of concerns with proposed changes in bus services that will no longer service areas with significant or proposed urban infill.

We have been provided with the following list of sites in the immediate vicinity of bus stops 2925 and 3263, which will receive no direct services under the proposed changes, together with estimated numbers of people/dwellings impacted:

Forrest Primary School bus stop ID 2925

- Forrest Primary School and afterschool care
- Childcare Centre
- Tennis Club, Bowling Club
- Church, Synagogue, Cultural Centre (with regular social and cultural events)
- Existing traditional residences
- Increasingly medium density residential demographic through multiple dwelling zoning – at least 20 single dwelling blocks already converted to dual, triple or quadruple dwellings with others to come
- Existing apartment and townhouses premises – 9 blocks totalling some 112 apartments/ townhouses
- Under construction/planning apartments – 3 apartment blocks totalling some 170 apartments
- Hotels – 115 rooms existing 3 ½ star hotel, approved new hotel 227 rooms, plus staff
- Office blocks – Doris Blackburn (Human Services) 600 staff, Burns Centre (currently vacant but with capacity for approx. 200 staff)

National Circuit opposite Fitzroy St bus stop ID 3263

- Department of Finance office block – 1450 staff, Minter Ellison (numbers of staff not known) + adjoining childcare centre
- Rydges Capital Hill Hotel 4 star– 186 rooms/suites
- Bentley Apartments – 110 suites/apartments plus several other apartment blocks
- Church and music centre ((with regular social and cultural events)
- May also be used as an alternate choice for Doris Blackburn (Human Services) and Burns Centre buildings and some of the apartments mentioned for Stop 2925

Other destinations in Barton, Parkes, that will not have direct bus access:

- Multiple office blocks – office buildings in Barton, Parkes, Forrest within one block of the old National Circuit bus route
- 4 hotels, various clubs/industry bodies
- 6 major cultural/tourist venues
- Telopea School
- 3 large apartment complexes

Effectively, residents in Yarralumla, Deakin and Forrest who need to go to the above destinations will have to catch the 57/58 buses (if they are walking distance to them, and many people are not) and then switch somewhere to the Rapid R5 bus (it is not clear on the

map whether the changeover would be at Parliament House or somewhere on State Circle, which seems unlikely) and walk back to those destinations.

By contrast, the change in route to Parliament House/Commonwealth Ave provides:

Commonwealth Ave (south)

- 3 High Commissions, Chinese Embassy – DC vehicles, parking provided so negligible bus demand
- Croquet Club – small membership compared to tennis and bowling clubs in Forrest, Press Club in Barton
- Hyatt Hotel – less bus demand than 3 ½ and 4 star hotels in Forrest, Barton
- Albert Hall – occasional events only, often weekends
- National Library
- No residential accommodation
- Parliament House

In addition, Yarralumla, Deakin and Forrest residents cannot travel directly by bus to Manuka or Kingston, the inner south's group centres. They would have to travel on the new 57/58 buses to the vicinity of King Edward Terrace, and then catch the Rapid R2 or R6 bus back towards Manuka and Kingston, probably at least doubling travel time compared to a car journey. Effectively, several inner south suburbs are cut off from their own group centres, and will continue using their cars to get there because it will take so long to get there by bus.

Finally, on another matter, the proposed on-demand community bus service does not appear to be user-friendly, as it requires people to book 2 days in advance and only operates in the mornings.



Marea Fatseas
Chair
15 August 2018