

Transport for Canberra

LIGHT RAIL TO WODEN



Authorised by Matthew Byrne for ACT Labor

Foreword



A re-elected Labor Government will take light rail to Woden via the Parliamentary triangle.

We took the first stage of light rail, linking our fastest growing region with the CBD and taking thousands of cars off our most congested roads, to an election for a clear mandate. We are now doing the same for Stage Two.

We are delivering our 2012 election commitment exactly as we said we would, with construction underway now, and light rail to be completed in 2018.

Extending light rail to Woden will create a north-south spine for our public transport network – and critically, it will get light rail across the lake. It will join North and South Canberra in a way no other infrastructure project can.

More rapid and express bus routes, bike and walking paths, and later stages of light rail will feed into this spine, making it even easier for Canberrans to get where they need to go. We are delivering a truly integrated transport network.

Our population is growing by 5000 people a year, and unless we act now congestion is only going to get worse. If we are to avoid becoming gridlocked like Sydney we need to ensure Canberrans have a full range of transport options.

Labor's transport plan will improve our public transport system so it becomes more convenient, efficient, affordable and reliable – to give more Canberrans a genuine alternative to driving.

A handwritten signature in black ink that reads "Andrew Barr". The signature is written in a cursive, flowing style.

Andrew Barr
ACT Chief Minister

Light Rail Stage 2

A re-elected Labor Government will take light rail to Woden via the Parliamentary triangle.

Why Woden?

Extending light rail to Woden will create a north-south spine for our public transport network and critically, **it will get light rail across the lake.**

Almost 210,000 Canberrans will live, work or study within one kilometre of the Woden corridor by 2041. Planning for this growth will be vital to reducing congestion on our roads and providing commuters with a quick, practical and efficient alternative to driving their cars.

The first stage is about much more than transport – it is already revitalising the Northbourne corridor's residential, commercial and entertainment areas. Similarly, stage two will continue the renewal of Woden, where the town centre is already benefiting from the ACT Government relocating more than 1000 public servants.

This link will provide an opportunity for **commuters in Canberra's south, including Tuggeranong, to get to the city quickly and easily** – without having to find a park in the CBD.

How will it work within an integrated transport network?

Building a city-wide light rail network is a significant investment in our city. By selecting this corridor for the second stage of light rail, it confirms the ACT Government's vision and commitment to developing a **city-wide light rail network.**

The corridor has been selected following community feedback on where light rail should go next, together with consideration of preliminary technical analysis and ACT Labor's vision for the future of Canberra.

A light rail extension to Woden will link into existing public transport infrastructure like the interchange, car parking facilities and walking and cycling network.

Building a **north-south spine** from Gungahlin to Woden via the city, confirms the ACT Labor's vision to better connect our city and give more commuters a genuine alternative to driving.

ACT Labor will deliver a transport system that is: **one ticket – one fare – one network.**

When will we build it?

Construction will commence following completion of Stage 1 from the city and Gungahlin. Just like in 2012, a re-elected Labor Government will immediately commence work on a business case and other essential preliminary steps to ensure Stage 2 is procured and delivered efficiently.

The final route will be subject to future analysis over coming months. But Light rail to Woden will travel past some of our most iconic areas, including the Parliamentary Triangle, Lake Burley Griffin, the Inner South, and to the growing Woden town centre.

The Labor Government is committed to providing a **light rail service for commuters in the south**, and we will conduct all the proper analysis to ensure the route we select gets the best outcomes for our city.

How much will it cost?

The final cost will depend on the determined route, among other factors, but based on the technical work already done it will cost around the same as Stage 1.

Estimated costs will be released by the ACT Government following detailed analysis of the route and associated capital works.

Light rail is affordable for our city. Stage One costs less than one percent of the budget. We're spreading the set cost over 20 years – the generation that will use it – so it's very affordable.

By creating jobs and investment, light rail will boost the local construction sector, and by reducing congestion it will increase productivity and economic activity.

According to a recent Infrastructure Australia report, the cost of doing nothing is too great: without essential transport infrastructure investment like light rail, the cost of road congestion in the ACT will increase from \$208 million per annum in 2011 to \$703 million per annum in 2031.

Do we have to choose light rail or health and education?

You can have light rail and strong health and education systems. And under Labor, that's exactly what Canberra will have. To present it as an either/or proposition is simply false.

For every \$1 we spend on light rail, **we spend \$24 on education and \$33 on health**. A good government can provide an excellent transport network and great hospitals.

The Canberra Liberals want to throw away \$300 million and get nothing for it. Tearing up the light rail contract means we have less money for schools, hospitals and roads because we'll have to pay hundreds of millions to get absolutely nothing.

Why not more buses?

Canberra's future network will include both buses and light rail. We are **delivering more buses, more services, more often**. Buses will provide vital feeder services to support the rapid public transport network. Rapid bus services will support and build demand for light rail across the city.

We are continuing to invest in our bus system. The 2016-17 ACT Budget provided more than \$61 million to **improve access and frequency of buses across the Territory**. The Government has also committed to expand the rapid network from two to nine services over the next four years.

The rapid network will be in place before light rail stage 2 becomes operational. The new Rapid Bus Network will be supported by **80 additional buses and over 100 new jobs**.

How will I benefit from Light Rail?

Everyone will benefit from light rail. Each light rail vehicle can take 200 cars off the road, so there will be less traffic congestion and more parking for everyone, because more Canberrans will have a genuine alternative to driving. Stage One alone will **create 3500 jobs** for Canberrans.

The first stage links our fastest growing centre with the city, **tackling the worst congestion** in the city.

Light rail from Gungahlin to Woden via the City, together with our improved bus network, will create a genuine integrated public transport network that **will ensure all Canberrans** get where they need to go, quickly and easily.

