



PT CBR

**Submission to the
2025-26 ACT Budget**

May 2025

Mr Chris Steel MLA
Treasurer
GPO Box 1020
CANBERRA ACT 2601

2025-26 ACT BUDGET CONSULTATION

Dear Treasurer,

The Public Transport Association of Canberra (PTCBR) is grateful for the opportunity to contribute to the 2025-26 ACT Budget consultation. The PTCBR committee and our members have identified eight areas in which we recommend funding be allocated for the 2025-26 financial year.

Our recommendations are drawn from our experiences as public transport passengers and our passion for improving Canberra's public transport. We trust that this submission is of assistance to all involved in setting ACT public transport funding for the financial year ahead and into the future.

Below is a summary of our eight recommendations:

- 1.** Deliver new **passenger information displays** at bus platforms and interchanges.
- 2.** Replace or modify all **bus stop flag signs** to remove misleading and outdated information.
- 3.** Fund **bus stop upgrades** for stops that have insufficient seating and shelter.
- 4.** Fund a program to **clean and refresh** bus interchanges.
- 5.** Undertake feasibility work for **bus priority measures** in known problem areas.
- 6.** Provide **printed maps and timetables**.
- 7.** Allocate sufficient funding to complete the **Belconnen Transitway**.
- 8.** Improve **cross-border** public transport ticketing.

Further details are provided in the remainder of this submission.

Yours sincerely,



Ryan Hemsley
Chair,
Public Transport Association of Canberra
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Install new **passenger information displays** at bus platforms and interchanges

Passenger Information Displays (PIDs) at bus interchange platforms are currently not operational following the rollout of MyWay+ and need to be fixed and/or replaced. These platform PIDs are not showing a rolling display of the route numbers, departure times, or platforms for upcoming bus services at any given interchange. Additionally, many appear to have electronic malfunction issues affecting parts of the screen, some are poorly placed for maximum customer visibility, and many are dirty and appear uncared for. This needs to be resolved.

Recommendation 1:

- Allocate funding in the 2025-26 ACT Budget to **fix or replace all platform and interchange PIDs**. PTCBR strongly suggests that this project is resourced adequately to be completed by the end of the 2026 calendar year.

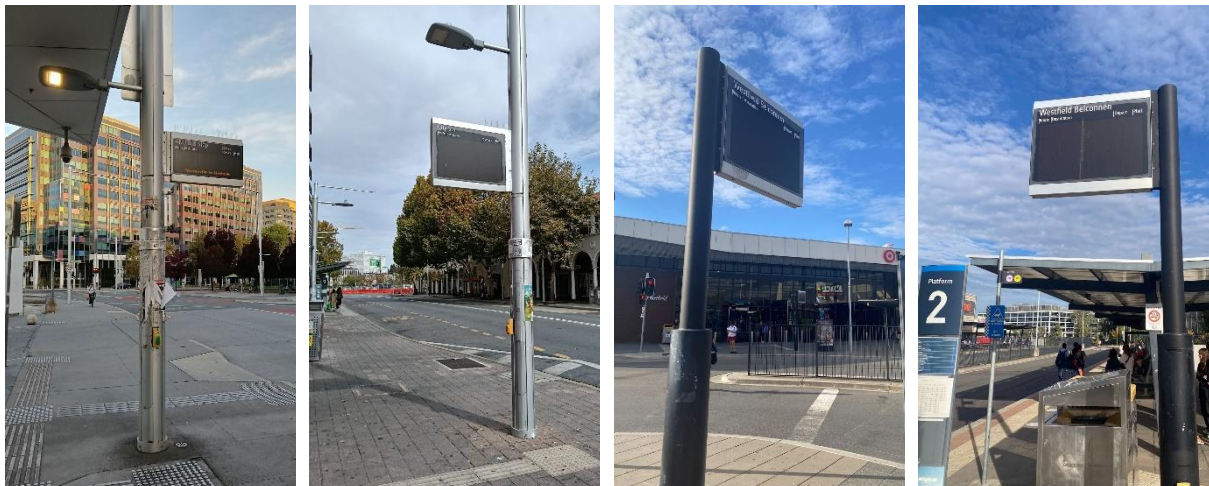


Figure 1: Examples of nonfunctioning platform PIDs at the ANU bus stop (far left), Civic (left), Westfield Belconnen (right and far right).



Replace or modify all **bus stop flag signs** to remove misleading and outdated information

All bus stop flag signs now feature outdated information and need to be updated. Specifically, signs currently direct passengers to utilise an SMS service for real-time bus information that is no longer in operation. These signs all need to be modified or replaced to reflect this change and direct passengers to real-time information services that are currently operational. PTCBR would support the proposed new flag sign featured in the *2018 Transport Canberra Style Guide* shown in **Figure 2**.

Recommendation 2:

- Allocate funding in the 2025-26 ACT Budget for:
 - ⇒ an **audit** to determine the scope of work to update/replace all flag signs featuring outdated information and that a prioritisation sequence is created from this, and
 - ⇒ the **projected cost** of replacing/modifying at least 25 per cent of flag signs, according to the most-used stops, with all flag signs to be replaced/modifying in future years through funding allocations over the forward estimates.



Figure 2: Example of a current bus stop flag sign with misleading information (left) and the revised design shown in the 2018 Transport Canberra Style Guide (right).



Fund **bus stop upgrades** for stops that have insufficient seating and shelter

Many well-patronised bus stops in Canberra have insufficient seating and shelter for passengers. This is often raised on a case-by-case basis by community members. PTCBR would like to see this addressed through a coordinated program to identify shelters that are most in need of upgrading, as determined by both how many people use them, and the current level of amenity provided.

PTCBR recognises that such decisions are made in a resource-constrained environment and that not every stop can receive all amenities. However, we do believe that Transport Canberra should take an approach of continuous improvement to our public transport network. This would send a powerful signal to the Canberra community that the ACT Government cares about passengers, believes in the positive effects of public transport, and wants patronage to grow.

Recommendation 3:

- Allocate funding in the 2025-26 ACT Budget for a program to **identify and carry out upgrades** to the highest patronised stops by providing seating and shelter.



Figure 3: Bus stops on Horse Park Drive with no concrete pad, shelter or seating (left) and with a chair chained to a tree by a regular passenger (right).



Fund a program to **clean and refresh** bus interchanges

Many bus shelters and infrastructure assets at platforms and interchanges are dirty and tired looking. PTCBR would like to see much greater effort given to cleaning and maintaining Transport Canberra's bus shelters and signage. We want Canberrans to feel pleased and proud to use our public transport network, and presentation is a big part of this.

Work needed at various locations across Canberra includes:

- ➔ general cleaning of bus stops and seats
- ➔ cleaning graffiti off shelters
- ➔ repainting various assets
- ➔ replacing old/torn/faded posters, and
- ➔ cleaning debris off shelter roofs.

Recommendation 4:

- ➔ A special budget allocation should be included in the 2025-26 ACT Budget to conduct immediate prioritised cleaning and refreshing at bus interchanges, and a permanent increase to the Transport Canberra budget for the purpose of a higher level of cleanliness and maintenance going forward.



Figure 4: Examples of bus stops and amenities in need of cleaning and refreshing at the City Interchange.



Undertake feasibility work for **bus priority measures** in known problem areas

Many areas in Canberra's bus network would benefit from the introduction of bus priority measures. PTCBR would like to see stakeholders, including Transport Canberra, Roads ACT, and Infrastructure Canberra, work together to identify areas where buses are frequently stuck in private vehicle traffic, as well as potential future areas that may see bus delays, with a view to shape our road environment to prioritise bus movements.

A single bus can take as many as 100 cars off the road, easing congestion and contributing to a healthier environment. This efficient and clean mode of transport therefore needs to be made a fast, convenient, and preferable transport option for Canberrans. Bus priority measures are an important part of making this happen.

Recommendation 5:

- ➔ Allocate funding in the 2025-26 ACT Budget for a comprehensive analysis of Canberra's bus network to identify opportunities for new bus priority measures, and for the construction/installation of these measures on a rolling basis over the forward estimates.

In this submission, we have identified two specific examples in Canberra's Inner South. This is in addition to examples identified in previous PTCBR budget submissions, including the Cotter Road and the Belconnen Transitway (see **Recommendation 7**), which we would also like to see addressed.

Barton and Kingston bus corridor - proposed improvements

The high-frequency bus corridor between the Parliamentary Triangle and Kingston provides a genuine turn up and go level of service (e.g., some 15 services between 4-5 pm weekdays), but is constrained by traffic congestion and suboptimal location of bus stops. With a growing workforce in Barton and the near-term development of the new Eastlake residential area, this level of service needs to be reinforced.

PTCBR proposes two projects that would reduce travel time, or at least constrain it from increasing (and therefore help to get the best use out of existing infrastructure), with additional safety benefits for all users of these busy corridors:

1. Intersection of Brisbane Avenue and Bowen Drive - install signals where the southbound lane of Brisbane Avenue crosses the northbound lanes and joins the southbound lanes of Bowen Drive, and incorporate a bus priority lane.
2. Intersection of Brisbane Avenue and National Circuit - convert existing dual carriageway intersection to a diamond intersection with bus priority, and explore feasibility of incorporating a northbound bus stop in the median strip at the intersection.

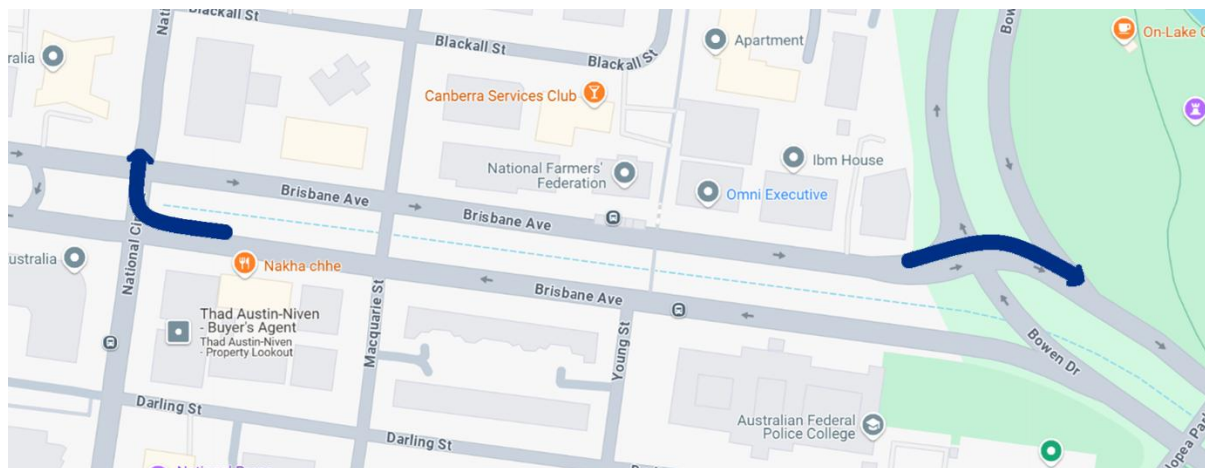


Figure 5: Proposed bus lanes with priority signalling, Barton.

Intersection of Brisbane Avenue and Bowen Drive

The existing intersection is an accident 'blackspot', with significant delays to southbound traffic on Brisbane Avenue, including buses. With signals, an additional bus only lane would enable buses to cross safely into the left lane of Bowen Drive, which can be difficult with the current arrangement. We have noted buses that subsequently need to turn right into Giles Street (R6, 56) even avoid moving into the left lane of Bowen Drive / Wentworth Avenue if passengers don't press for the bus to stop or the driver can't see passengers waiting at stop 2374 in Wentworth Avenue. This can lead to dangerous last minute lane changes.

Signalising this intersection would also provide a safe active transport crossing from Barton to the popular Bowen Park and the lakeside shared path. Currently there are no safe crossing points along the entire length of the motorway-like Bowen Drive between the underpass to the west of Kings Avenue and Telopea Park East, a distance of more than a kilometre. To get to the lake safely, the thousands of residents and workers in Barton north of Brisbane Avenue must walk north and cross Kings Avenue or south via Telopea Park. In a dense and busy inner suburban area with many businesses and key destinations in the vicinity, this is a poor planning outcome that needs to be rectified.

Intersection of Brisbane Avenue and National Circuit

The existing dual carriageway intersection requires northbound buses (and other vehicles) turning right into National Circuit to wait for two phases of the traffic signals, and between them to stop in the relatively short reservation in National Circuit. This can lead to congestion, particularly with articulated buses. We propose

the existing intersection be replaced with a diamond intersection, as has happened with many similar intersections across Canberra. An additional right-hand (bus only) lane in Brisbane Avenue (located in the median strip) would enable buses to be given priority with signals.

We also suggest exploring the feasibility of including a bus stop in the median strip with this bus lane (see **Figure 6** of such a stop in Melbourne). The existing bus stops in Brisbane Avenue (#2376 and #2375) and the Barton Bus Station are a long way from the offices on National Circuit south of Brisbane Avenue, including new buildings currently under construction for the Australian Taxation Office and the Department of Foreign Affairs and Trade.

Currently, workers based on Sydney Avenue, for example, must either walk 700-900 metres to/from the stops in Brisbane Avenue or the Barton Bus Station. (Alternatively, they have the cumbersome option of taking a 59 bus to the Barton Bus Station to change to their preferred service.) A stop at the intersection of Brisbane Avenue and National Circuit would be half this distance.

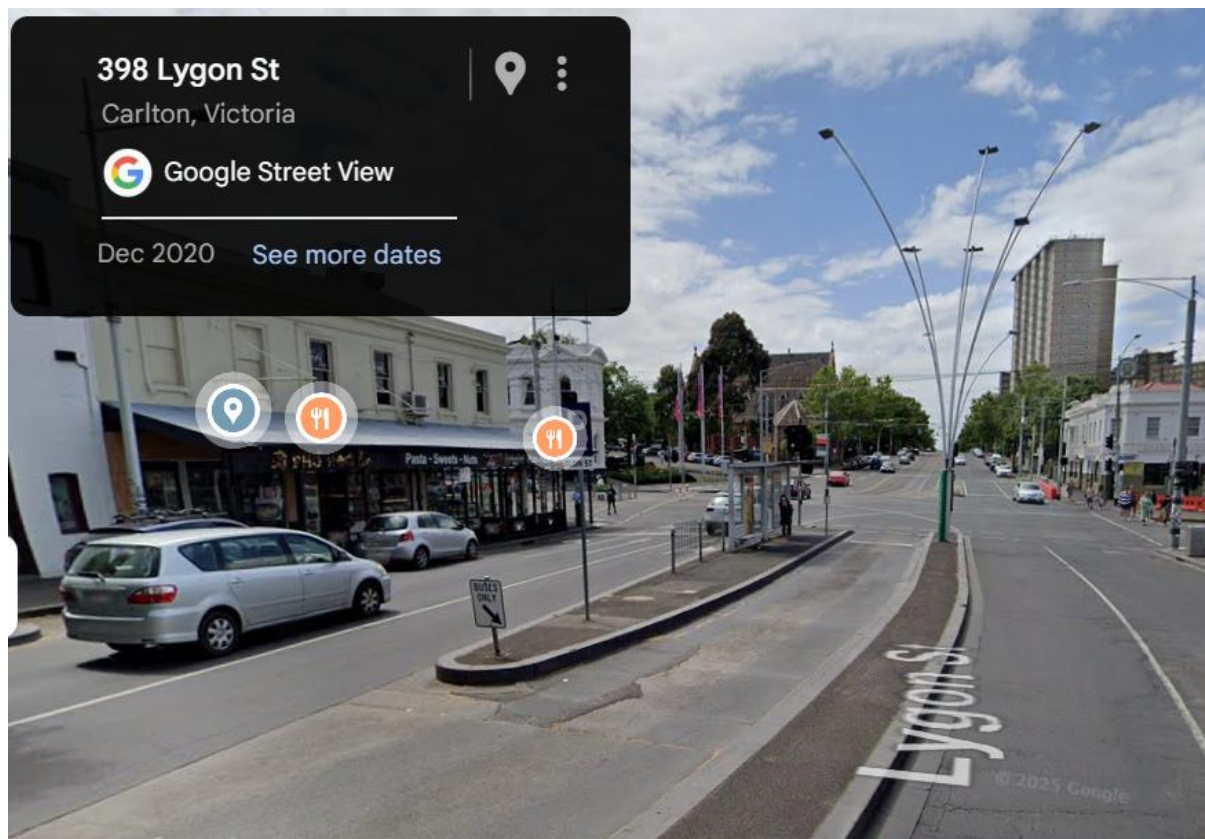


Figure 6: Right-hand lane stop for buses turning right, Melbourne.



Provide **printed maps and timetables**

Many members of the Canberra community and visitors to our city would like to be able to use a physical map to navigate around the nation's capital on public transport. PTCBR understands that Transport Canberra has been moving away from producing physical materials, including maps and timetables, in favour of providing this information exclusively online.

While we acknowledge that many customers can use websites and apps to get their public transport information, we believe that Transport Canberra has an obligation to consider the diverse needs of passengers and provide this information in a variety of different formats. This should include printed timetables and maps.

Recommendation 6:

- Allocate funding in the 2025-26 ACT Budget to fund the **ongoing development, printing and distribution of maps and timetables**, with a constant supply available at Transport Canberra's shopfront at the City Interchange.



Allocate sufficient funding to **complete the Belconnen Transitway**

At the last election, ACT Labor committed to “construct immediate bus priority measures for the Belconnen to City Transitway following work on the updated feasibility study”.¹ This is consistent with a motion passed with tripartisan support in the ACT Legislative Assembly on 1 November 2023, which committed the government to deliver this critical bus priority project before October 2028.²

The contract for the updated feasibility study was awarded to WSP Australia in March 2025, with the study expected to be complete by August 2025. If this project is to meet the delivery timeframe outlined in the November 2023 motion, funding must be allocated in this budget to progress this project to the next stage. This is likely to include preliminary sketch plan work and further environmental studies.³

Recommendation 7:

- Allocate funding in the 2025-26 ACT Budget to:
 - ⇒ complete the **next stage of design work** on the Belconnen Transitway to ensure the project is delivered by October 2028, and
 - ⇒ ensure the project is **future proofed for Light Rail Stage 3**, consistent with the upcoming *Light Rail Network Strategy* and ACT Labor's Supply and Confidence Agreement with the ACT Greens.⁴

¹ actlabor.org.au/media/fqolmxii/policy-announcement-transport-plan.pdf

² ptcbr.org/2023/11/01/update-on-the-belconnen-transitway/

³ cityservices.act.gov.au/_data/assets/pdf_file/0007/2845150/FOI-25-043-Disclosure-log-publication.pdf

⁴ greens.org.au/sites/default/files/2024-11/Supply%20and%20Confidence%20Agreement_0.pdf



Improve **cross-border** public transport ticketing

In early 2025, PTCBR held a competition to design a map featuring all interstate coach services that provided services to Canberra.⁵ The popularity of this map,⁶ reproduced in **Figure 7**, highlighted the fact that there were no other examples of maps which showed all public transport services operating in and around Canberra.

Transport Canberra should work closely with their counterparts at Transport for NSW to develop and advertise an integrated public transport system for the Capital Region. This network should provide timed connections between different services and cover nearby towns, including Queanbeyan, Yass and Goulburn, as well as the neighbouring suburbs of Jerrabomberra and Googong.

While systematic interoperability would be the long-term goal, an early investment in a seamless fare and payment structure would deliver real benefits to the travelling public, and signal that there is a serious intention to improve public transport in the Capital Region.

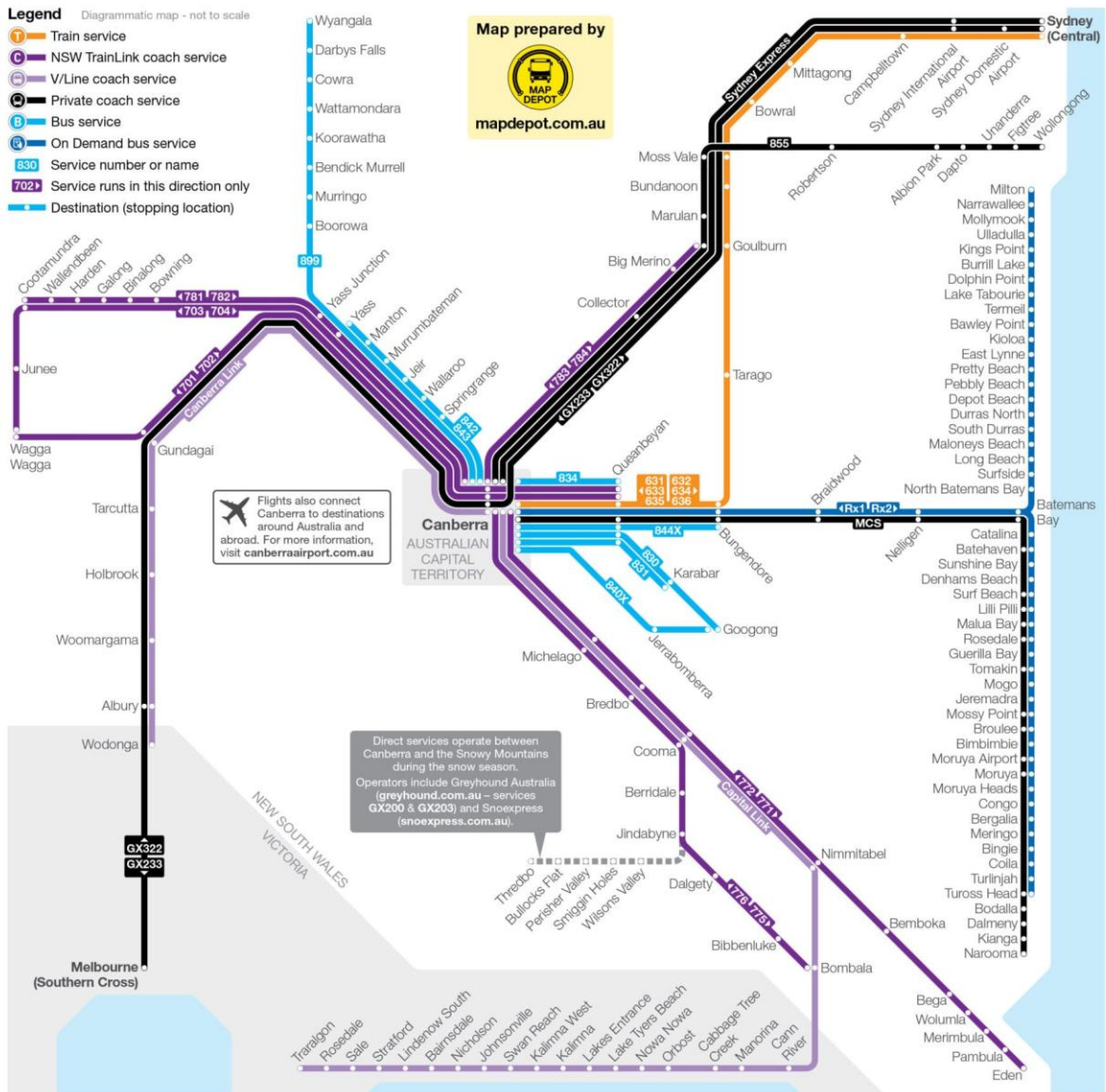
Recommendation 8:

- Allocate funding in the 2025-26 ACT Budget to investigate future cross-border functionality for MyWay+.

⁵ ptcbr.org/2025/03/15/ptcbr-regional-public-transport-map-competition-we-have-a-winner/

⁶ region.com.au/this-canberra-bus-enthusiast-has-just-saved-you-from-a-lot-of-googling/853415/

Canberra's regional public transport



Stopping locations within Canberra

Operator:	Plan your trip at:	Service:	Australian National University	Barbon	Belconnen	Canberra Airport	Canberra City	Canberra Hospital	Canberra Railway Station	Dickson	Fyshwick	Hall	HMAS Harman	John James Hospital	Kingston	Majura Park	North Canberra Hospital	Russell	University of Canberra	University of Canberra Hospital	Woden	
NSW TrainLink	transportnsw.info	T 631, 632, 633, 634, 635, 636							✓													
NSW TrainLink	transportnsw.info	C 701, 702, 703, 704, 771, 772, 776				✓	✓	✓	✓					✓								
NSW TrainLink	transportnsw.info	C 775, 781, 782				✓	✓	✓	✓													
NSW TrainLink	transportnsw.info	C 783, 784			✓	✓	✓	✓	✓					✓					✓			
V/Line	vline.com.au	C Canberra Link				✓	✓	✓	✓													
V/Line	vline.com.au	C Capital Link				✓	✓	✓	✓													
Greyhound Australia	greyhound.com.au	C GX233, GX322				✓	✓	✓	✓													
Murrays	murrays.com.au	C 855, Sydney Express				✓	✓	✓	✓													
Murrays	murrays.com.au	C MCS				✓	✓	✓	✓													
CDC Canberra	cdccanberra.com.au	B 830	✓	✓				✓	✓				✓									
CDC Canberra	cdccanberra.com.au	B 831	✓	✓				✓	✓				✓									
CDC Canberra	cdccanberra.com.au	B 834	✓	✓				✓	✓				✓									
CDC Canberra	cdccanberra.com.au	B 840X, 844X	✓	✓				✓	✓				✓									
CDC Canberra	cdccanberra.com.au	B 842	✓	✓				✓	✓				✓									
CDC Canberra	cdccanberra.com.au	B 843	✓	✓				✓	✓				✓									
CDC Canberra	cdccanberra.com.au	B 899	✓	✓				✓	✓				✓									
LiveBetter	livebetter.org.au	B 899	✓	✓				✓	✓				✓									
Rixons	rixonsbus.com.au	B Rx1, Rx2																				

Please note: Only direct services that cross the ACT border are shown. Some services stop in extra locations for passengers only travelling outside of the ACT. Some destinations require a booking or are only serviced at certain times. While Map Depot has taken great care in the production of this map as of March 2025, it is an unofficial publication – please plan your trip prior to travelling.

Figure 7: Map of public transport in the Capital Region (Source: mapdepot.com.au)