

**Submission to the ACT Legislative Assembly Committee on Planning and the Environment
enquiry into ACTION buses**

Firstly, there is the exclusion of the Gungahlin community from the intertown bus service. Gungahlin with a population of some 32, 380 exceeds that of Woden Valley (31, 727) and yet does not form part of the intertown service for speedy connection to the other town centres. For much of the weekday hours and all of the weekend there is no fast service to either Civic or Belconnen. For example, there are only two services per hour to Civic in these offpeak times taking about 40 minutes each. Compare this to the intertown services which typically take around 15 minutes per segment and a frequency no lower than about three per hour.

Gungahlin town centre urgently needs to be joined to the intertown service, either through Belconnen or Civic, so that this rapidly growing community can have the same access to fast intertown services as do residents of the other town centres and also to give us access to the bicycle racks on buses. At present, a commuter wishing to take a bike on the bus would need to ride to either Belconnen or Civic.

Secondly, there is the issue of the drastic cutbacks to services introduced in December. Although there were some improvements to Gungahlin services with, for example, the number 56 bus being made more fulltime, the cuts to services in other parts of the network have seriously eroded any such gains. The low frequency of services in offpeak times are very discouraging to passengers, and the few services that are operating are not well thought out. For example, a major group centre and an important entertainment district like Manuka has its three services per hour to Civic all departing within a few minutes of each other. Likewise, the two services per hour departing Belconnen for Gungahlin along William Slim and Gundaroo Drives leave within ten minutes of each other.

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