



Inquiry into annual and financial reports 2024–2025

Answer to question on notice

Asked by Ms Fiona Carrick MLA

Addressed to: Minister for Transport

Reference: Transport Network

Hearing: 19 November 2025

In relation to: Transport Network

Question received: 27 November 2025

Answer Due: 04 December 2025

The Discussion Paper for developing a new climate change strategy for the ACT found that:

- the projected temperature increases of 2°C by 2025 and 4°C by 2090.
 - transport currently makes up about 65% of ACT emissions, with 70% of this coming from private transport.
1. How will the network be designed to ensure mode shift to reduce transport emissions?
 2. How will journey times be improved and the number of transfers reduced to attract passengers to public transport, particularly from Tuggeranong?
 3. Will a T2 lane be included on the Woden to City alignment to ensure buses are not caught in traffic congestion over the coming decades and passengers from Weston Creek and Molonglo have a reliable travel time?

Mr Chris Steel: The answer to the Member's question is as follows:

1. The ACT Government will continue to draw on a large set of plans and frameworks to continue to inform mode shift options. This includes but is not limited to the ACT Transport Strategy 2020, Active Travel Plan 2024–2030, ACT Climate Change Strategy 2019–2025 and ACT Planning Strategy 2018.
2. The ACT Government understands that for many people, particularly those in Tuggeranong, journey time and convenience are critical factors when deciding whether to use public transport. Our goal is to make the network as attractive and competitive as possible, but this

needs to be balanced against Canberra's unique context and available resources that need to be shared around our city.

Canberra's road network, designed primarily with private car travel in mind, makes it challenging to provide both broad coverage and highly direct services without significant duplication. This means that transfers are often part of the journey, but they are not a flaw of network design. Transfers allow Transport Canberra to deliver higher frequencies and better reliability across the network, which reduces overall waiting time and improves flexibility.

To improve journey times and reduce inconvenience, Transport Canberra focuses on:

- **Higher frequencies on key corridors**, so passengers spend less time waiting and transfers feel seamless.
- **Bus priority measures where appropriate**, such as priority lanes or signal priority, to make buses more competitive with private cars.
- **Integrated network design**, concentrating resources on high-demand corridors and strong interchange points rather than duplicating routes for every origin-destination pair.

We know that customers value simplicity and speed, and these principles aim to deliver both within the resources available. For Tuggeranong, this means focusing on frequency and priority measures to reduce total travel time, while maintaining a network that serves the greatest number of journeys across the city efficiently.

3. The ACT Government continues to monitor road network performance and will consider future changes across the network where appropriate. This may include the further use of T2 lanes where appropriate and possible.

Approved for circulation to the Standing Committee on Transport and City Services

Signature: 

By the Minister for Transport, Mr Chris Steel MLA

Date: 4/12/25