



If the Government decides to proceed with Light Rail Stage 2 (LRS2) after completion of feasibility studies and a business case (now under contract), the TCC is concerned about the network direction in terms of Route 1a (Woden Town Centre) or Route 1b the Hospital link).

The TCC consider that the future success of Tuggeranong Town Centre is closely aligned to that of the Woden Town Centre having the shortest and most direct connection between them and other nodes beyond. The TCC considers Route 2a to be the most direct, accessible and effective choice for both the Woden and Tuggeranong communities for the following reasons;

- The Woden and Tuggeranong Town Centres are currently undergoing a process of urban renewal and town centre redevelopment. By directing the route to the town centres via the most direct and shortest route (node to node), it will;
  - encourage more people to move into the town centres,
  - provide developers with certainty that these nodes will be activated and reinforce their investment decisions,
  - encourage further investment in our town centres, and;
  - ensure that by developing our town centres, the NCOS (open space, hills and buffers) and our bush capital setting is not compromised in the process.
- The Athllon route is virtually flat by comparison and provides for access to many areas which are about to undergo transformation and urban renewal i.e. Mawson.
- Tuggeranong Residents are most likely to use the light rail service if it is faster than their current transport options
- There are a considerable number schools, medium density housing developments along this route both in Woden and Tuggeranong
- This route has more options for Light rail easements and stops and will potentially have limited impact on existing road structures.

The TCC also considers that an extension from the Woden Town Centre to the Canberra Hospital would be better served by bus or other service provision at this time.

If the tram were to follow Route B via the Canberra Hospital, one of the outcomes of this is that it implies that a continuation to Tuggeranong would be via Yamba Drive, Erindale Drive (past Erindale Centre) and Soward Way into the Tuggeranong Town Centre. This route would not stand up against the Athllon Drive route for several reasons:

- The cost associated with a longer and more topographically challenging route could prove prohibitive at this time
- It is not centrally located in the Valley and as such would be provide for fewer residents than the Athllon Drive Corridor.
- It would serve far fewer commercial areas (Phillip and Mawson) along the way.



- By diverting the Light rail past the Hospital, the mission of 'Node to Node' loses its impact and potential.
- As it is almost certain that the route from Woden would follow Athllon Drive to Tuggeranong, this would mean that any extension from Woden to the Canberra Hospital would need to be a spur line, which would add significant cost and disruption in a congested area.
- The distances are such that trams could not provide the convenience to commuters as would buses, especially electric buses (already available) and driverless buses (in the future).
- The hospital spur will further slow the travel time of any south ward connection to Tuggeranong and potentially render it an unviable option for users.
- The long-term network design is still to be resolved and unlikely to arrive at Tuggeranong before 2032.

Fundamentally, an efficient and effective light rail network connects key destinations that are hierarchically chosen based on service provision, catchment and travel times, with route stops responding to nearby nodes of land uses that attract or generate potential patronage. Other nearby activities are serviced as feeders to the stops by other modes of transport such as buses. This is the principle underpinning stage one design so it seems an anathema to change the rationale for stage 2 and spur off to a nearby land use. While it is understandable that Canberrans like to be delivered to the door step this is simply not how route planning of rail works. Were gravitational land uses the basis for deciding routing of a network system, the efficiency and timeliness of operations would be severely disadvantaged and stage 1 would look very different as trunk corridors would be avoided in preference to spatially disaggregated land use nodes.

A handwritten signature in black ink, appearing to read "Glenys Patulny", is enclosed in a white rectangular box.

Glenys Patulny  
President  
Tuggeranong Community Council  
29<sup>th</sup> June 2017