



Deakin Residents Association

A garden Community for the Future

Light Rail submission June 2018

The Joint Standing Committee on the National Capital and External Territories is inquiring into the development of stage two of the Australian Capital Territory light rail project

[Terms of reference](#)

To report with regard to:

- the relevant parliamentary approval processes for works within the Parliamentary zone;
- the roles of the National Capital Authority and the Australian Government, and the associated approval processes;
- possible impacts on the Parliamentary zone and Parliamentary precincts, including any impacts on the heritage values and national importance of the Parliamentary zone and our national capital; and
- the identification of matters that may be of concern prior to formal parliamentary or Australian Government consideration of the project; and
- any other relevant matter the Committee wishes to examine.

Submissions closed on 15 June 2018

Deakin Residents Association

Deakin Residents' Association Inc. is a non-profit association incorporated in the Australian Capital Territory DRA objectives are:

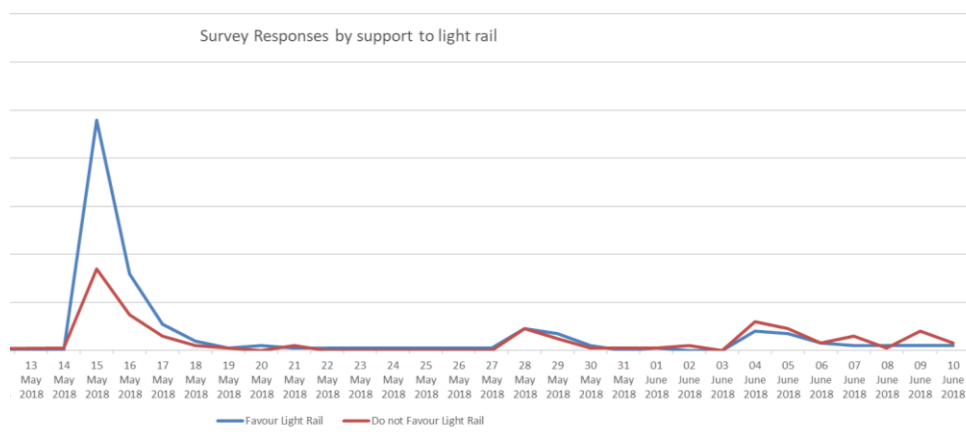
- To enhance the residential, suburban, social and environmental qualities of Deakin, consistent with garden city planning principles.
- To contribute through community discussion to planning and land management in the ACT as it impacts on Deakin residents.

Membership is open to any resident of Deakin or holder of a residential lease in Deakin.

Light rail survey

The DRA conducted an on line survey between 15th May and 10 June 2018 to assess support for Light Rail through the suburb and adjacent areas. A copy of the survey questions is available on request.

There was a spike in responses (205) following media publicity on 15th May then a decline until a reminder email on 28 May and then a display of promotional material for the survey at the Deakin shops. In total 336 responses were received.

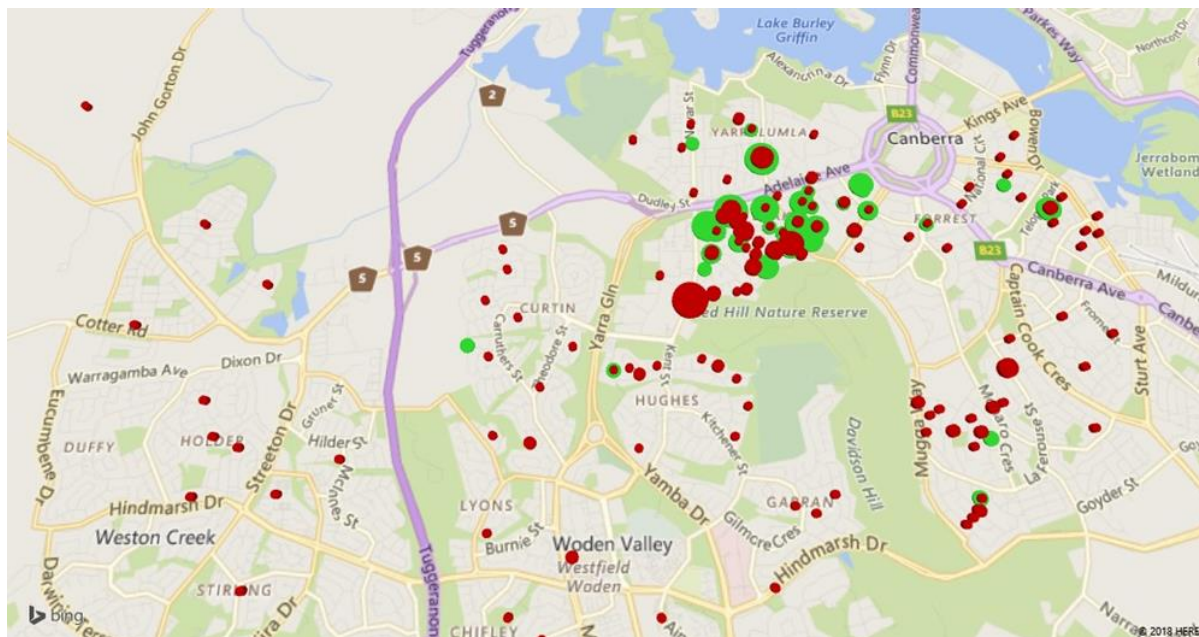




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Most respondents who gave a street address were from Deakin. Other Residents Associations were invited to contribute.



1. Intention to use light rail stage 2

The Survey asked if respondents or their family would use light rail.

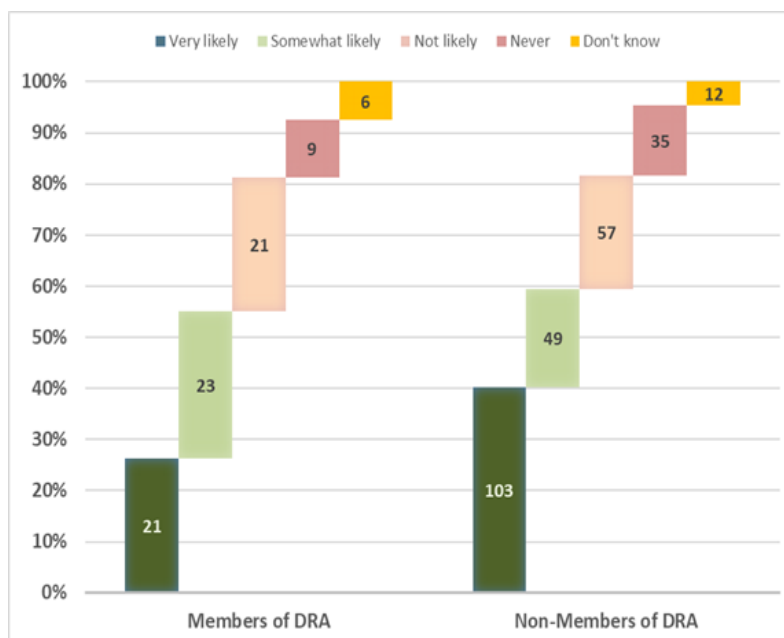
Of DRA members

- 55% who responded support Light Rail and intend to use it.
- 38% do not support Light Rail.
- The rest could not decide.

Results were similar for Non-DRA members who participated in the survey -

- 59% support Light Rail while 36% do not support Light Rail.

Broadly, 3 out of 5 are in favour of Light Rail.



The rest of this submission focuses on the results of those survey questions that we think are of particular relevance to National Capital Authority responsibilities. The bottom line of each box in pale blue shows how respondents answered each question. The numbers above the blue box, partition the totals into the opinions of supporters and non-supporters.



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2. Visual impact

Overhead wires

There is strong support in favour of freedom from overhead wires

Do you support the National Capital Authority's requirement for Light Rail through the Parliamentary Triangle and Commonwealth Ave to be free of overhead wires?				
	Yes	No	Don't know	
Support Light Rail	73	42	9	
	55	12	5	
	74	3	1	
	34	7	3	
	14	2	2	
Total	250	66	20	336

There is support for extending wire-freedom to Adelaide Avenue but not as strong.

Should this requirement to be free of overhead wires extend to Adelaide Ave?					
	Yes	No	Don't know	Grand Total	
Support Light Rail	Very likely	37	76	11	124
	Somewhat likely	44	21	7	72
	Not likely	70	5	3	78
	Never	34	8	2	44
	Don't know	14	1	3	18
Grand Total	199	111	26	336	



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Tree removal

Do you support the removal of street trees in front of the Hyatt Hotel, Albert Hall and Kings Avenue?					
		Yes	No	Don't know	Grand Total
Support Light Rail	Very likely	69	38	17	124
	Somewhat likely	23	39	10	72
	Not likely	3	72	3	78
	Never	2	42		44
	Don't know	2	14	2	18
	Grand Total	99	205	32	336

There was strong opposition to the removal of trees on Commonwealth Avenue and on Kings Avenue.

3. Infill and densification

DRA has included responses to questions about infill and densification along the route because of the National Capital Authority's responsibilities for overall planning of the ACT. Infill and densification has been a major justification for Stage I of light rail and are a source of funding to meet its costs.

Combining the results of the three areas flagged in the survey for infill and densification, namely West Deakin health precinct, the Curtin horse paddocks and the Yarralumla brickworks,

- 43% of respondents were in favour of further development,
- 33% were opposed and
- 21% were undecided

In the three days after media exposure about the survey, 205 submissions were received, 142 of them, a much higher percentage -76%, were in favour of development.

How strongly do you support increased residential and/or commercial density in West Deakin?							
		Very strongly	Somewhat strongly	Neutral	Not at all	Strongly opposed	Grand Total
Support Light Rail	Very likely	65	30	17	4	8	124
	Somewhat likely	12	25	22	6	7	72
	Not likely		10	19	17	32	78
	Never	3	4	7	8	22	44
	Don't know	1	5	6	2	4	18
	Grand Total	81	74	71	37	73	336



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4. Costs and benefits

Is there an unacceptable cost benefit ratio which you believe should render Stage 2 to be unacceptable by the ACT Government?					
		Yes	No	Don't know	Grand Total
Support Light Rail	Very likely	39	65	20	124
	Somewhat likely	39	12	21	72
	Not likely	68	2	8	78
	Never	38	5	1	44
	Don't know	11	2	5	18
Grand Total		195	86	55	336

While 65 of the 124 'strong supporters' of light rail (65%) were not concerned about costs, overall 58% of respondents believed that there is an unacceptable cost benefit ratio which should render Stage II unacceptable



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Removal of car lanes from bridges

Question was 'Do you support lane removal from bridges so that light rail can use them?.'

- 66% of respondents did not support removal of car lanes from existing bridges
- 27% did
- 7% didn't know

Do you support the removal of one of the car lanes from the existing bridges to run the rail track?					
		Yes	No	Don't know	Grand Total
Support Light Rail	Very likely	64	50	10	124
	Somewhat likely	20	44	8	72
	Not likely	2	74	2	78
	Never	1	42	1	44
	Don't know	3	12	3	18
Grand Total		90	222	24	336



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New bridges

Do you support new bridges over					
Parkes Way		Yes	No	Don't know	Grand Total
Support Light Rail	Very likely	92	11	21	124
	Somewhat likely	49	11	12	72
	Not likely	38	29	11	78
	Never	8	33	3	44
	Don't know	8	3	7	18
Grand Total		195	87	54	336

Do you support new bridges over					
Lake Burley Griffin		Yes	No	Don't know	Grand Total
Support Light Rail	Very likely	93	14	17	124
	Somewhat likely	42	19	11	72
	Not likely	35	35	8	78
	Never	9	33	2	44
	Don't know	9	6	3	18
Grand Total		188	107	41	336

Construction of new bridges over Parkes Way and Lake Burley Griffin was supported by 57% of respondents. (The survey also sought to assess support for a new bridge across London Circuit however this may not be necessary when the proposed route is finalised)

5. Impact on existing transport options

		Do you use existing bus services?			
		Yes	No	Sometimes	Grand Total
Support Light Rail	Very likely	68	22	34	124
	Somewhat likely	28	23	21	72
	Not likely	21	30	27	78
	Never	8	24	12	44
	Don't know	8	4	6	18
Grand Total		133	103	100	336



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Would you be inconvenienced if the two bus services past the Deakin Shops were cancelled?					
	Yes	No	Not applicable	Grand Total	
Support Light Rail	Very likely	31	80	13	124
	Somewhat likely	26	32	14	72
	Not likely	34	19	25	78
	Never	18	15	11	44
	Don't know	9	8	1	18
Grand Total	118	154	64	336	

Would you be inconvenienced if the two bus services past the Deakin Shops were cancelled? (Those who are bus-users)					
	Yes	No	Don't know	Grand Total	
Support Light Rail	Very likely	21	70	14	105
	Somewhat likely	11	16	4	31
	Not likely	13	13	5	31
	Never	14	9	2	25
	Don't know	31	6	4	41
Grand Total	90	114	29	233	

Would you be inconvenienced if the two bus services past the Deakin Shops were cancelled? (Those who do not use bus)					
	Yes	No	Don't know	Grand Total	
Support Light Rail	Very likely	3	24	5	32
	Somewhat likely		11	4	15
	Not likely	1	9	2	12
	Never	1	9		10
	Don't know	9	15	10	34
Grand Total	14	68	21	103	

Comment: It is evident that majority of supporters of light rail are not inconvenienced (1:2) while among non-supporters the ratio of convenience to inconvenience is even higher (1:3). In other words, for every light rail supporter who is inconvenienced there are 2 supporters who are not inconvenienced. However



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for every non- supporter of light rail who is not inconvenienced there are 3 non-supporters who are inconvenienced.

Simply put, non-supporters are more inconvenienced than light rail supporters.

6. Alternatives

Do you support investigation of alternative technologies for electrified transport such as electric bikes, expanded and dedicated bike paths through Deakin, rubber wheeled, battery powered buses ie overhead wire-free 'trackless trams' ?					
		Yes	No	Don't know	Grand Total
Support Light Rail	Very likely	66	42	16	124
	Somewhat likely	50	20	2	72
	Not likely	65	10	3	78
	Never	37	4	3	44
	Don't know	13	2	3	18
Grand Total		231	78	27	336

The highest percentage 69% positive response to any question in the survey was received for investigation of alternative technologies for electrified transport. Consideration of alternatives however is not regarded as necessary by 18% of the supporters of light rail.

7. Conclusion

The survey and accompanying comments reveal a wide breadth of visions for Canberra. The diversity and the strength of feelings are particularly reflected in the language used in comments.

Most respondents indicated they are sensitive to aesthetic issues

- agreeing on the need for wire free passage through NCA areas, and
- opposing tree removal.

However, many of the supporters of light rail regard DRA's objective of maintaining the bush capital concept as an old idea. They argue for infill and development and that the garden city ideal is used to protect a privileged level of local amenity at the cost of keeping others out. While it is true only 33% of respondents were opposed to development infill, it is possible the result was skewed by a prodevelopment campaign in the early days of the survey. When promotion of the survey was conducted locally, opposition to infill development rose markedly. – probably attributable to that privileged factor in play.



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Most respondents, with the exception strong light rail supporters, were open to consideration of more cost effective alternatives. They really like trams regardless of cost.

Other respondents are horrified at the majority support in this survey for modifications to the bridge over the Lake. They are very concerned about the impact of light rail on the Canberra landscape and the aesthetic of the National Capital. They also need demonstration of the benefits and cost effectiveness of light rail technology in a Canberra context and want further analysis of alternatives. This is DRA's position.

DRA supports a properly and respectfully designed public transport infrastructure, lane-separated where possible from other vehicle traffic, that is fully compatible with garden city values, in fact more so than the inevitable traffic jams and pollution of ever-increasing motor traffic.

A wider publicly-funded survey and debate is needed.