

LIGHT RAIL TO MAWSON

INTRODUCTION

The Greens want to see the [light rail network](#) deliver the best possible outcomes for Canberrans.

We think there is a strong case to be made for **extending light rail to Mawson as part of Stage 2**, with the goal of having light rail to Mawson commence operation at the same time or shortly after the opening of light rail from the City to Woden Town Centre.

That is why we will ensure that the viability and benefits of extending light rail to Mawson is included in any planning of light rail stage 2B.

WHAT WOULD BE COVERED?

The final studies and business case for light rail stage 2B from the City to Woden Town Centre would be expanded to include an option to extend light rail from Woden Town Centre to Mawson.

This would include a **potential expansion of the busy Mawson Park & Ride car park** so that passengers from the southern half of Woden Valley as well as Tuggeranong could easily access light rail. This facility is already very popular and was at capacity prior to COVID.

The duplication of Athllon Drive between Mawson and Woden would be put on hold to ensure there is no need to dig up recently-constructed roadway to install light rail.

ADVANTAGES OF EXTENDING TO MAWSON

The separation of timing for Stage 2A to Commonwealth Park from the rest of Stage 2B to Woden presents an opportunity to consider further options for Stage 2B. An extension from Woden Town Centre to Mawson is a low-cost option for expanding patronage over the City to Woden spine. It is short (approximately 2.4km) but will serve a number of busy areas, including:

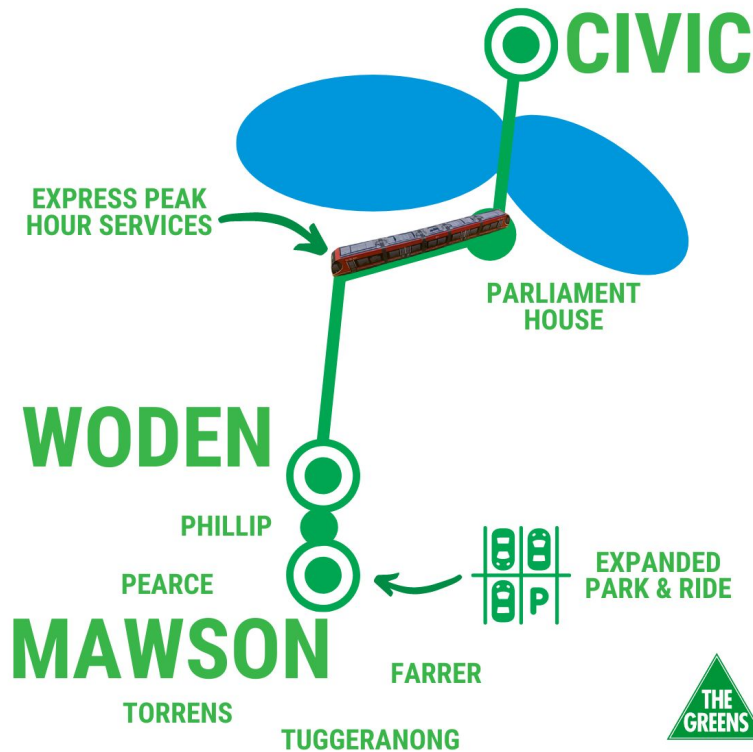
- the Phillip Business District south of Hindmarsh Drive
- Marist College and Melrose High School
- Southlands Shopping Centre, community clubs and playing fields at Mawson
- Residential areas in Southern Woden Valley and Tuggeranong, via an expanded Mawson Park & Ride.

WHY NOW?

Now is the right time to investigate extending light rail to Mawson because:

- Once attention has shifted to Stage 3 to Belconnen, the Mawson area is likely to be shelved for several years until work starts on the Woden to Tuggeranong stage.
- Building light rail to Mawson at the same time or immediately after Stage 2B to Woden will reduce the cost of construction. All of the staff and equipment will already be in place.
- There is zoned land available for release in Mawson and Phillip that would be directly served by light rail to Mawson. Part of the cost of light rail to Mawson would be offset by higher land sales revenue.
- Duplication of Athllon Drive north of Mawson Drive is on the cards. Light rail could deliver intersection upgrades included in duplication, without having to pay for the duplication. On the other hand, if the duplication is done first, it may be necessary to dig parts of this work up again within 10 years to install light rail to Tuggeranong.

ROUTE DIAGRAM



YOUR QUESTIONS ANSWERED

HOW MANY STOPS WOULD THERE BE?

It is likely there would be two stops, at Phillip and Mawson. However, community consultation and engineering work will be necessary to confirm this.

WHERE WOULD THE MAWSON TERMINUS BE?

It is likely to be at the intersection of Athllon Drive, Mawson Drive and Beasley Street. This would connect with the Park & Ride, schools and Southlands Shopping Centre. However, community consultation and engineering work will be undertaken to confirm this.

HOW WILL THIS FIT WITH EXPRESS SERVICES FROM WODEN TO THE CITY?

More Woden Valley residents would be able to catch express services to and from the City at peak hour.

WILL LIGHT RAIL TO MAWSON DELAY STAGE 2B TO WODEN TOWN CENTRE?

No. Light rail from the City to Woden has been split into two stages and the second stage has been delayed by complicated federal planning approvals for the Parliamentary Triangle. As a result, there is now time to consider the Mawson option.

Extending light rail to Mawson would not delay Stage 2B construction as it could be constructed as part of, or immediately after, Stage 2B if necessary.

HOW MUCH WILL IT COST?

While the engineering investigation will reveal the full cost, it is likely to be relatively low because:

- The route is short, flat and does not require a major bridge
- The cost will be partly offset by higher land sales revenue
- Building light rail to Mawson at the same time or immediately after Stage 2B to Woden will reduce the cost of construction. All of the staff and equipment will already be in place.
- Duplication of Athllon Drive north of Mawson Drive is on the cards. Light rail could deliver intersection upgrades included in the duplication, without having to pay for the duplication.

Light rail to Mawson would only go ahead if it is shown to be financially sensible by engineering investigations and a business case.

WOULD BUSES FROM TUGGERANONG TERMINATE AT MAWSON?

No, the major bus and light rail interchange would remain at Woden.

WILL THIS CANCEL OR DELAY LIGHT RAIL TO BELCONNEN?

No. It is a short extension, not a major new route.

WHY NOT JUST GO THE WHOLE WAY TO TUGGERANONG?

Light rail the whole way from Woden Town Centre to Tuggeranong is much longer and more complicated. It would be around 10km, compared to around 2.4km to Mawson.