

6 Review

6.1 Pedal Powers' Top 20 List

The Pedal Power has identified what it considers to be Canberra's Top 20 missing cycle links. Projects are listed in order of priority as suggested by Pedal Power.

Priority Project	Statement of Response
1. Underpass on Parkes Way near Russell roundabout, and associated path links	Highest Priority This is being addressed as an interagency project. The capital cost continues to be an issue.
2. Woden Roundabout underpass and associated path links	Cycle lanes on Launceston St will provide an alternate route for many riders in the medium term.
3. A city-wide comprehensive bicycle signage system	New signage standards are being developed and trialled on Sullivans Creek Path
4. On-road cycle lanes on Cotter Road, from Adelaide Avenue to Streeton Drive (5km)	Highest Priority
5. Lighting Sullivan's Creek shared path, from ANU to Dickson (3km)	Connector Streets provide a lit alternate route. A detailed Crime Prevention through Environmental Design assessment would be required to assess the potential benefits and risks. Suggest further study.
6. Make Bowen Drive crossing safer	Highest Priority
7. Seal the gravel path along Lake Burley Griffin between Commonwealth Avenue bridge and Nerang Pool (600m)	Medium Priority. Viable alternate routes are available.
8. Cycle lanes/path on Barry Drive, Frith St to Marcus Clarke St (1.5km)	High Priority and High Cost. The current busway investigations may influence planning. Alternate route via Nicholson Crescent for city bound cyclists. Priority 1 link back to Barry Drive at end of Nicholson St.
9. City to Airport cycle path, from Dairy Road to Airport along north shore of the Molonglo River and filling small gaps on lakeshore path (total 2km)	High Priority cycle path. To service growing workforce at Brindabella park.
10. Cycle lanes or on-road separated path on Northcott Drive, from Fairbairn Ave to Campbell Park Offices (700 metres).	Medium Priority. Road is generally suitable for shared use

11. Fill gaps in the Mouat Street/Ginninderra Drive on-road cycle route, from Northbourne Avenue to Florey Drive (11km)	High Priority to Coulter Drive, then Medium priority.
12. A high profile 'City Circle' cycle route (2.5km)	High Priority, to be signposted and marked.
13. Adelaide Avenue to Kings Avenue Bridge route, via State Circle and Kings Avenue (3km)	High Priority. To connect with Russel Underpass.
14. Federation Square bike path alongside Barton Highway, from the existing William Slim/Gundaroo Drive path to Federation Square (500 metres)	Medium Priority. Only moderate demand expected.
15. Jerrabomberra Wetlands path between Kingston and Dairy Flat Road (1km)	Highest Priority. To complete the cycle path around the lake.
16. Relocate crossing point on Sulwood Drive, on cycle path adjacent to Athllon Drive near roundabout	Medium Priority
17. A signalised crossing point on Melrose Drive, on cycle path adjacent to Athllon Drive near roundabout.	Medium Priority
18. An off-road path alongside Isabella Drive, from Chisholm Centre to Monaro Highway (1.5km)	Medium Priority. On road lanes are proposed. From this point cyclists are committed to riding the shoulder on the Monaro Highway so are assumed to be confident in cycle lanes.
19. Cycle path from Tallara Parkway, Narrabundah to Wormald St, Symonston East (750 metres)	On hold pending the sale of land in Symonston and the development of a bridge over Jerrabomberra Creek.
20. Cycle lanes/path on Hindmarsh Drive from Yamba Drive to Mugga Lane (4km)	Medium Priority due to the capital cost.

6.2 Responses to Draft Report

Pedal Power

Pedal Power, through its advocacy team, was given the opportunity to comment on a draft version of this report. The stated objective of the advocacy team is “to lead to effective, co-ordinated action that will get more Canberrans cycling, more often, for a better community”. They provided overall comment on the proposed network plus detailed comment on some of the priority projects.

As can be expected, there is a degree of subjectivity and professional judgement used in determining the priority of the projects. This means that unanimous agreement is not assured. It is pleasing therefore that the majority of feedback has been both positive and constructive.

Changes that were suggested and have been incorporated into this report include:

- modification to the proposed network in Deakin to align with a commonly used path.
- costing of an on road option for cyclists on Barry Drive
- explicitly including safety considerations in the priority rating system
- modifying the assessment of some projects, changing their position in the priority table
- reinforcing the need for connectivity between on road and off road networks

Some issues were raised that required additional discussion. This has generally been addressed throughout the text of the report, particularly in Section 5, describing the scope and logic behind the priority of projects.

The purpose of this report is to help Roads ACT identify projects that will encourage more commuters to ride their bike. This aligns closely with the stated purpose of the Pedal Power advocacy team.

Veterans Cycling Club

The Veterans Cycling Club was also given the opportunity to comment on a draft version of this report. Their letter of response contained a number of useful suggestions that have been incorporated into the final report. The focus of the Veterans Cycling Club is recreational riding and training, so their priorities for improving the network are slightly different to those identified in this report.

The focus of this report is to identify projects that can improve the overall cycling network, with the intention of increasing the number of commuter cyclists. Accordingly, projects that are purely for recreational users have not been awarded high priority.

The geographic focus of the report is Civic and, to a lesser extent, the town centres because the majority of commuter cyclists ride relatively short distances to one of these locations.

In many cases a good commuter network will also be a good recreational network, hence the unanimous agreement that improvements to the Cotter Road should be made a priority.

Other projects that are advocated for by the Veterans Cycling Club are unlikely to serve a large number of commuters. This report does not suggest that for recreational use, or cycle tourism that these projects are not justified, they are however not the current focus. Projects such as Kuringa Drive improvements and sealing shoulders on rural roads are examples.

The Veterans Cycling Club have identified thirteen priorities for cycling in the ACT, they are paraphrased below. A response to each priority in the context of this report is also provided.

Priority Project	Statement of Response
1. Cotter Road (identified as Cotter Road Stage 3 in this report)	High Priority
2. Reduced speed limit on Point Hut Road during Tharwa Bridge Closure	This is for non commuter cyclists.
3. Frequent sweeping of cycle lanes on arterial roads	Not a capital works project – should be considered maintenance. Strongly support the recommendation.
4. Improvements to Kuringa Drive kerbs and shoulders	This road is unlikely to be an important commuter link.
5, 6, 7 and 8. Sealed shoulders on rural roads (Cotter, Uriarra, Point Hut and Tharwa roads)	This is for the benefit of recreational and tourist cyclists rather than commuters, hence is not the focus of this report. A separate study should consider the feasibility of this project.
9. 'Share the Road' education and media campaign	Not a capital works proposal and hence not for this report. Strongly support the recommendation as part of wider cycling advocacy.
10. Erindale Drive missing link from Sulwood Drive	There are viable alternate routes for most commuters around this link, hence it is only medium priority in this report.
11. Naas Road Bridge, removal of longitudinal gaps in deck	This is for the benefit of recreational and competition cyclists rather than commuters.
12. Road marking reflectors in some locations are too close together, making it hard to ride between them.	This is a design issue that should be addressed in the redrafting of DS-13.
13. Melrose High School playing fields fence. Logs are protruding into the pathway.	This is a maintenance issue. A request should be placed with DUS via their web based system: http://www.contact.act.gov.au/feedbackform1.asp

6.3 Suggested Further Work

Roads ACT Resurfacing program

Ensuring the resurfacing and asphalt overlay program opportunistically provides additional links in the main network on both arterial roads and collector streets in accordance with the agreed design standards.

This should include scoping minor capital works projects parallel with the resurfacing program to enable additional links to be provided. For example, relocating traffic islands at intersections.

Town centre connectivity plans

Defining links within each town centre to ensure each major workplace is connected to the main network.

Include Queanbeyan and Jerrabomberra

Due to the high number of people who cross the border each day to work, the cycling network should extend into Queanbeyan and link with the existing network. Chapter 8 of this report should include an additional map "8.7, Queanbeyan and Jerrabomberra". Relevant data was recently collected by ACTPLA for the new ACT cycling map. The future upgrade of Lanyon drive would be an opportune time.

Links to local shops, schools and workplace

Defining links from the main network to each local centre and/or school or major workplace.

Ride to work plans

Centred on existing employment or education nodes, using the currently available information, recommended ride to work plans can be readily generated. They could be customer focussed mapping routes from each nearby suburb using either the fastest, or least intimidating route, with different paths according to the prospective user.

Defining other main networks

Providing main networks for other user groups, the most likely to be recreational cyclists looking for either on-road training rides, weekend picnic rides or acceptable mountain bike adventures.

Canberra is home to a large number of elite and club road cyclists. They train using the shoulders of major distributor, connector and trunk roads. In particular they use the rural road in the Cotter, Uriarra and Tharwa areas. Treatment of road shoulders, line marking of shoulders and warning signage to motorists are major matters for consideration. In most cases, their needs parallel those of a growing and potentially valuable cycle tourists sector.

Maintenance of the Main Network

While the focus of this report is capital works, it is critical that the existing network is properly maintained. Sweeping of road shoulders, cycle lanes and paths on a regular basis is essential. Pruning trees and updating lines and signs should also be budgeted for.

Importantly, the Urban Services feedback web site should be widely publicised as a reliable system for maintenance requests to be acted upon. For reference, the web address is:

<http://www.contact.act.gov.au/feedbackform1.asp>

Maintenance of this report

Periodically updating the priority of projects incorporating any new works and the outcomes of the major projects detailed below.

Expansion and Modification of the Main Network

A process for periodically modifying or expanding the main network should also be considered. The network will need to grow to service new developments, particularly in Gungahlin and Symonston, and will need to be modified to accommodate redevelopment of some areas.

6.4 Major Projects that need consideration

The network of cycling facilities is constantly changing. Major projects around Canberra result in opportunities to improve cycling and add to the network through off site works and gifted assets. The following major projects should be reviewed to identify opportunities for, or potential conflicts with, the commuter cycling network.

Gungahlin Drive Extension

It is understood that the Gungahlin Drive Extension will provide for cycling along its length, with connectivity to the main network where it intersects. The details of this new cycling infrastructure should be added to the main network.

Fairbairn Ave

Fairbairn Avenue is being duplicated to Northcott Drive and will provide for cycling along its length. This will improve recreational access to Mount Ainslie and will provide better access to Cambell Park Offices. Fairbairn Avenue could also form a future link between the Airport and North Canberra, particularly if Limestone Avenue was to include on road lanes.

City West, City Hill and the Griffin Legacy

Significant residential and office development in City West and the various proposals for City Hill should include measures to facilitate cycling. Specific links from ANU to the City, the lake and Constitution Avenue should be considered. The Griffin Legacy is about a city that is built at a suitable scale for walking, cycling and tramways.

Gungahlin Development Structure Plans

The ongoing development of structure plans in Gungahlin need to continue to provide connectivity to the existing network.

Molonglo Structure Planning

Part of the logic for development in the Lower Molonglo Valley is its proximity to existing infrastructure. Connection and extension of the cycling network into the new development areas should occur.

Belconnen and Woden Bus Interchange Redevelopments

Both of these projects will require significant cycle planning input, to ensure cycle access to the bus interchange, and through the town centre is maintained. In particular, the Belconnen project provides the opportunity to improve the cycling access to the town centre.

Civic – Belconnen Busway

The Civic to Belconnen Busway project may provide the opportunity to create a new cycling route. As plans develop, the main cycling network should be considered.

Southern Broadacre Study

The recently published Southern Broadacre Study creates the opportunity for considerable development along the Jerrabomberra Valley in Symonston and Hume. The alignment of the Jerrabomberra Creek could be used to provide cycle access to these developing areas. The main network plan should also reflect this.

Lyneham Sports Centre Masterplan

The proposed redevelopment of the Lyneham Sports Centre, including a proposed velodrome may increase its patronage and make it a significant cycling destination. The redevelopment may have particular relevance to the proposed work along Mouat Street, and opportunities could arise.

Stromlo Forest Park

The rebuilt Stromlo Forest Park will also be a significant cycling destination with the inclusion of mountain bike tracks and a criterium circuit. As the park develops, and as the planning of the Lower Molonglo Valley develops, connection into Stromlo Forest Park will become a higher priority.

Canberra International Arboretum

The proposed arboretum to be constructed at Dairy Farmers Hill west of Lake Burley Griffin, will be a major recreational cycling attractor in the medium to long term.

Canberra International Airport

The approval of the Airport Masterplan 2005 will result in continued growth in employment at the airport and associated Brindabella Business Park. The airport is committed to encouraging workers to cycle to work through the provision of secure bicycle parking. The creation of a shared path to the airport will make cycling a feasible option for the people who live within a reasonable distance. Other development at the airport may warrant additional modification to the main cycling network.

Non Urban Areas

The rural roads of the Tidbinbilla, Cotter, Tharwa and Uriarra districts feature strongly in the ACT Government's plans to restore tourism and recreational use in areas affected by the 2003 Bush Fires. Suitable treatment of road shoulders should be considered in any road work in these areas.

7 References

- 1 Australian Bicycle Council, *Draft Bikeability Checklist* (April 2005)
- 2 Australian Capital Territory Government, *Canberra Bicycle 2000* (1997)
- 3 Austroads Part 14, *Guide to Traffic Engineering Practice Bicycles* (1999)
- 4 Brown Consulting, *Ten Year Masterplan for Trunk Cycling and Walking Path Infrastructure 2004-14* (September 2004), prepared for Roads ACT and ACTPLA
- 5 Pedal Power, *Canberra's Top 20 Missing Cycle Links* (November 2004)
- 6 Pedal Power, *Cordon Count Study* (March 2004)
- 7 Roads and Traffic Authority NSW (RTA), *NSW Bicycle Guidelines* (March 2004)
- 8 Urban Services, *ACT Bicycle Volumes* (September 1994), prepared by the Traffic Monitoring Unit
- 9 Urban Services, *Bicycle Volumes in the ACT* (February 2000), prepared by ACT Roads and Stormwater
- 10 Urban Services, *Design Standards for Urban Infrastructure, 13 Pedestrian & Cycle Facilities* (Edition 1, Revision 0)
- 11 Urban Services, *Integrated Land Use and Transport Planning in the ACT* (November 1999) Discussion paper.
- 12 VicRoads, *Multi-criteria Analysis* for Bicycle Facilities Projects, unpublished planning tool.