

# Canberra's Commuter Bicycle Network

## A report on priorities for work

Prepared For



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## Executive Summary

As part of its Sustainable Transport Plan, the ACT Government set a policy to increase the percentage of commuters travelling by bicycle from 2.3% in 2001 to 5% by 2011. Among the measures to be taken to achieve this goal is the continued improvement of Canberra's cycling network.

As the measure of success will be an increase in commuter cyclists, the focus of this report is to provide a network that is specifically suitable for this user group. Recreational and other cyclists will also benefit, but they are not the primary focus.

The *Ten Year Masterplan for Trunk Cycling and Walking Path Infrastructure* (the Masterplan), prepared in 2004, proposed a broad scale network of Trunk Arterial and Shared cycle routes.

This body of work has taken the Masterplan and refined it to a level of sufficient detail to allow specific packages of works to be identified. It also proposes a simple methodology for prioritising the work, and hence recommends the Top 15 projects.

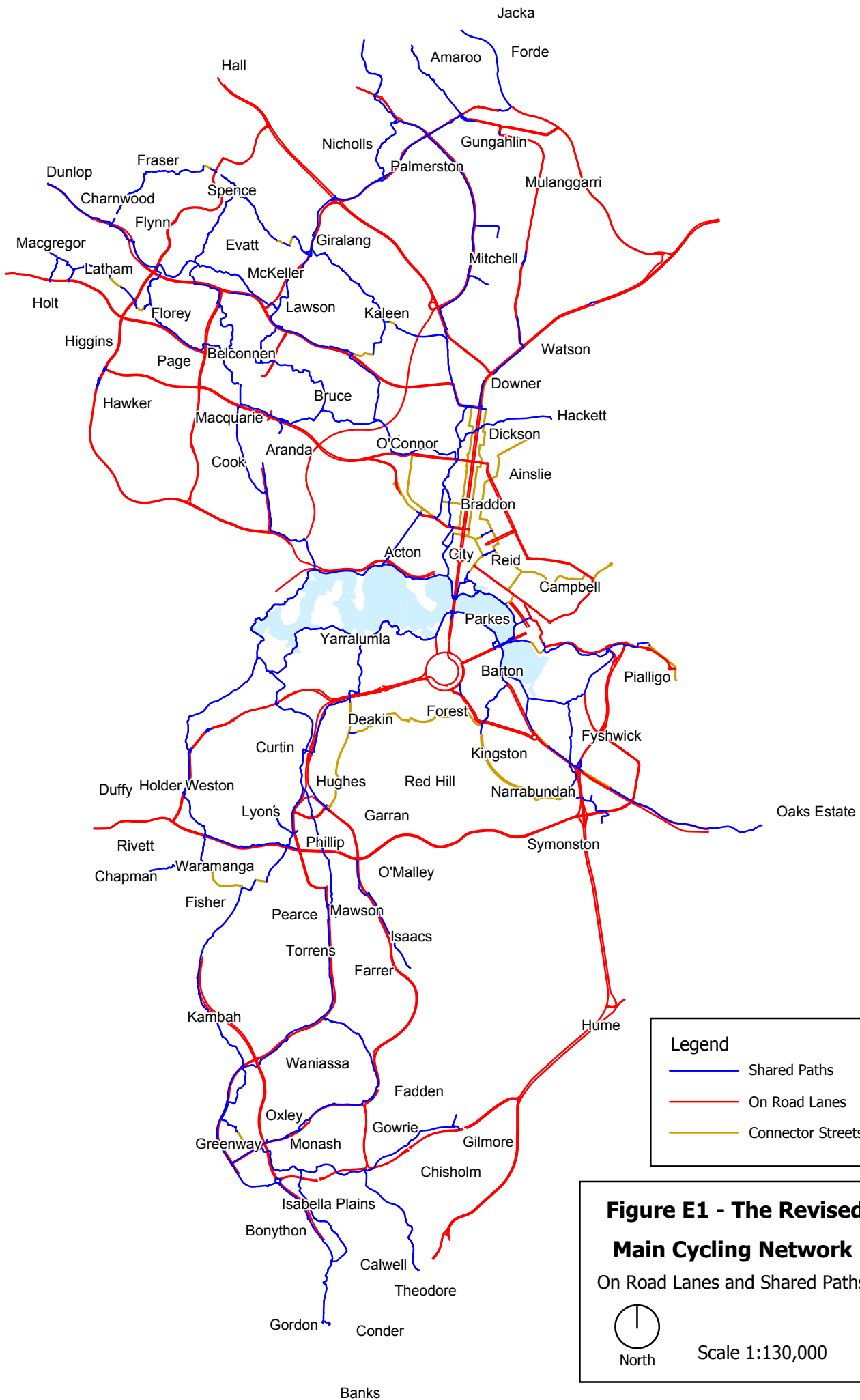
The Top 15 projects are as follows:

1. Improve the safety of Bowen Drive crossing
2. Launceston St cycle lanes from Yamba Drive to Melrose Drive
3. Cotter Road cycle lanes from Streeton Drive to Yarralumla Creek
4. The Jerrabomberra Wetlands Cycle Path
5. Connectivity through Kingston Foreshore
6. Cotter Road cycle lanes from Yarralumla Creek to Lady Denman Drive
7. Improved crossing at David Street
8. A clockwise lane around State Circle
9. Cotter Road cycle lanes from Lady Denman Drive to Adelaide Avenue
10. The Russell Underpass under Parkes Way
11. Ginninderra Drive cycle lanes from Coulter Drive to Diddams Close
12. Ginninderra Drive cycle lanes from Diddams Close to Mouat Street
13. Mouat St cycle path to Northbourne Avenue
14. A link from Nicholson Crescent to Barry Drive
15. A shared path to the Airport

A cost estimate for the highest priority projects has been prepared by R D Gossip Consulting Engineers and is also presented in this report.

Irrespective of these priorities, there are opportunities to improve the cycling network that should continue to be pursued. In particular, the delivery of on road cycling through the Roads ACT resurfacing and asphalt overlay program should be continued on any of the links identified in the main network.

Recommendations are also made for the continued measuring of cycling numbers to assess the success of the network implementation.



**Figure E1 - The Revised Main Cycling Network**  
 On Road Lanes and Shared Paths

North

Scale 1:130,000

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