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*More Canberrans cycling, more often, for a better community*

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Dear Russell and Jerryn,

Thank you again for the opportunity to comment on the draft walking and cycling priorities report, following the publication of the draft maps. We always appreciate the opportunity to be involved.

The maps reflect a lot of good work, however to keep this submission brief and readable, we focus below on things we think could be improved, rather than on things already done well. An exception however is to specifically welcome the suggestion for shared streets on Bunda and Hibbertson Streets and your support for the Civic Cycling Loop, which shows an innovative and modern approach to old problems.

Our main suggestions and concerns are as follows. Some of this has been informally discussed, however we feel it is best to ensure it is all in the formal submission.

### **Civic Cycle Loop and Round Lake Burley Griffin Path**

As you are aware, these two projects are Pedal Power's 'flagship' projects with strategic and cultural change benefits that go beyond the more commonly recognised benefits of closing missing links. As such, we give them special attention here.

#### **Civic Cycle Loop**

We strongly feel that this facility should take the route shown on Pedal Power's document that we have provided you with, rather than via City Walk. A great deal of consideration and local knowledge has gone into choosing that particular route (along Bunda and Binara Streets among alternatives. Reasons include:

- If left as per the map, the Bunda Street shared space will be a dead end, without the vibrancy of maximum through cycling traffic
- There are generally more destinations that bicycle riders need to get to on our preferred alignment, and the route should reflect this
- The route as proposed already has considerable political support, and any deviation from this will have a confusing effect that will slow down and potentially jeopardise the whole project
- The gains to cycling will be considerably less, because City Walk can already be cycled on by less confident riders, whereas the route as per Pedal Power's proposal will create new cycling options.
- Pedestrian groups may be opposed to a greater emphasis on cycling in City Walk,.

Accordingly we suggest that the map be re-drawn as per Pedal Power's proposal.

## **Round Lake Burley Griffin Path (Australia's Best Half Day Cycle Ride)**

We are pleased to see a continuous route planned along the southern shore of East Basin. However, when this is completed there will remain a gap of just approximately 400 metres in a route of well over 30km. This location is at Wendouree Drive on the north side of East Basin, though we note the very low traffic count in this section lowers its priority.

## **Map Quality**

There appear to be several problems with the accuracy and readability of the maps in respect of both existing and proposed cycle routes. These include:

- No distinction between 'quiet street' connector on road cycle routes marked with cycle pavement logos and signs only, and routes equipped with exclusive cycle lanes. DS13 has clearly defined classes of routes (eg main community routes, main on road routes, connector routes). The draft plans do not use this terminology (on road routes and connector routes are grouped together as on road routes). It is good to be consistent with existing definitions. Acknowledging that too many colours on a map can be confusing, dashed or dotted blue and green lines to differentiate connector routes from main on road routes may be an option. We note that most connector routes are, currently only planned, the exceptions are the Forbes St route and the Boldrewood St/Miller St route.
- Routes shown as proposed that already exist
- Routes shown as existing that do not exist.
- Incomplete routes with gaps, but shown as fully contiguous
- Cycle routes shown on one side only of roads, such as Northbourne Ave; it is not sufficient to use these to infer a facility on both sides, as in many cases there is a cycle lane on one side only, as on Flynn Drive
- Particularly on the larger scale trunk routes map, routes overlaying each other so that they are difficult to see individually, and/or positioned so that it is difficult to see which side of a road they are on.

Errors of the type described in the first 4 points above are listed at Attachment A below - there may be other errors we have not picked up.

Having a correct map to start with is essential to creating a full and complete list of missing links that need to be considered for the next step of prioritisation.

## **Short Missing Links**

In our previous submission we emphasised the importance of continuity on cycle routes. This is not only Pedal Power's opinion; it is listed as important in ACT Government Design Standard 13 Part 6.1. However the maps include many instances of existing and proposed routes with gaps between them as short as a few hundred metres, with no proposals to bridge those gaps. As these gaps are clear from looking at the maps, we have not provided a list. However we feel that the map should be reviewed and obvious gaps should be considered for rectification.

We also noted that large busy roundabouts are a particular problem for bicycle riders and walkers; however this does not appear to have translated into proposed rectification measures. We have below proposed recognition as missing links a small number of roundabouts that we feel are especially worthy of mention.

### **Missing Links that should be considered**

We are pleased to see that most of the missing links that Pedal Power regards as most important are shown on the maps as missing links. There are however, some that are missing, and for completeness they are listed at Attachment B below. We ask that these be placed on the map for specific consideration. We are not asking that these specific locations be given 'special treatment' in the prioritisation process, merely that they definitely be placed on the list of locations fed into that process.

### **Molonglo Town Centre**

As a town centre of planned equal importance to Belconnen, Woden etc in the Canberra planning hierarchy, we feel that this should be reflected in the study by creation of a Molonglo map. The fact that there is presently almost nothing yet built there emphasises rather than detracts from this point; as a greenfield development, and the first town centre built since cycling for transport in Canberra was truly recognised by government, a golden opportunity exists to build Molonglo from the very beginning as a truly cycle-friendly centre, without the retrofitting problems that bedevil provision of cycling infrastructure elsewhere in Canberra.

### **Next steps**

When the collated list of proposed routes is finalised and fed into the prioritisation methodology, we would like to be given the opportunity to comment further on the resulting prioritised ranking table.

Thank you again for allowing Pedal Power to comment. We look forward to working with you on the remainder of the project.

Regards,

Tony Shields,

On Behalf of Pedal Power ACT Inc

7 December 2009

### **Attachment A:**

Errors in Draft Maps

### **Attachment B:**

Additional Proposed Locations for Treatment

## **Attachment A**

### **Errors in Draft Maps**

#### **Civic Map**

- Northbourne Ave cycle lanes should be shown on both sides of Northbourne Ave
- There is no recognizable shared path along Marcus Clarke north of Edinburgh Ave (development has obliterated what route there was)
- There is no recognisable shared path on Edinburgh St, though one is shown on the plan
- There is no recognisable shared path on Allara St, though one is shown on the plan
- There is no recognisable shared path on Childers St it is a slow traffic zone (it could be termed a shared zone)
- The McCaughey St path is shown as a proposed route instead of an existing one
- Menzies Walk, on the north shore of Lake Burley Griffin east of Commonwealth Avenue, is shown as a proposed route instead of an existing one
- Parkes Way has cycle lanes on both sides west of Edinburgh St and westbound only west of Commonwealth Ave, but these are not shown.
- The quiet street route west of Northbourne Avenue runs along Forbes Street, north of Haig Park, not MacLeay Street as shown (the segment of road marked as Forbes street is actually Moore St- the name changes where the road is broken by Haig Park)
- A cycle lane is shown on Parkes Way at the easternmost end of the map- there is only a shoulder which disappears at the bridge over Wendouree Street
- The Watson Street path is shown as crossing Barry Drive at the Watson St intersection- there is in fact no easy way across Barry Drive at this point, and the crossing point is actually at the Marcus Clarke Street traffic lights, with the cycle route running along the north side of Barry Drive for the short distance between these two roads
- A path exists but is not shown along the eastern shoreline of Lotus Bay and Lake Burley Griffin (near Flynn Drive)

#### **Belconnen Map**

- The Aikman Drive cycle lanes are shown continuing north across Ginninderra Drive into Lawson- in fact they stop well short of Ginninderra Drive
- A pedestrian and cycle bridge crosses Lake Ginninderra near its southernmost extremity- this is an important and well used cycle facility but is missing from the map

#### **Woden Map**

- Launceston Street does not have a cycle lane in the eastbound direction between Melrose Drive and Furzer Street
- The Yarra Glen Cycle lanes extend the full way (in both directions) south to the Yarra Glen/Melrose Drive/Yamba Drive roundabout. They do not end well north of this location as shown on the map.
- A main path extends west from King Street into the Yarra Glen path, but is not shown
- Cycle lanes are shown on Kent Street- in reality only segments of disconnected shoulder exist

- An off road path runs along the western side of Athllon Drive all the way to Tuggeranong- but this is missing from the map
- Athllon Drive is shown as having cycle lanes. It does not; only disconnected segments of shoulders exist on the ground
- The shared path on the western side of Melrose Drive is continuous- it does not have a gap near Theodore St as shown on the map

### **Gungahlin Map**

- The cycle lanes on Anthony Rolfe Avenue do not extend north to Gundaroo Drive- they end well short of it
- A shared path runs along the western side of Horse Park Drive from Gundaroo Drive to well past the northern edge of the map, including with connections to the lakeside paths. This is not shown.
- The shared path alongside Mirrabie Drive is continuous, and does not have the two gaps shown
- The cycle lanes on shown on Gundaroo Drive between Palin/ Hollingworth Streets and Horse Park Drive mostly do not exist
- Conversely, an existing shared path alongside Gundaroo Drive at this location is mostly not shown on the map

### **Tuggeranong Map**

- Major sections of existing shared path on the shores of Lake Tuggeranong are missing from the map
- The existing shared path along eastern side of Athllon drive through Tuggeranong Town Centre and Kambah is entirely missing from the map (note similar Woden comments above)

### **Other Areas as Shown on Trunk Routes Map**

- No on-road routes are shown at all in Molonglo- including on John Gorton Drive where they are definitely planned
- Cycle lanes are shown as contiguous on Canberra Avenue- in fact there are numerous gaps in continuity
- Cycle lanes exist on Sandford St Mitchell but are not shown
- The Dairy flat road path is not shown

## **Attachment B**

### **Additional Proposed Locations for Addition to the Considered List for Priorities**

#### **Generally**

- All of the locations listed in the most recent version of the CBRE report

#### **Civic Map**

- Missing sections of Civic Cycle Loop as discussed above
- Connect Childers St with Rudd St (to connect ANU accommodation with the Civic Cycle Loop)
- Mort St between Cooyong and Rudd St (and possibly Alinga St) should be marked as a future connector route to connect with the Civic Cycle Loop
- The plan would benefit with connections from the Northeast into Civic (eg Genge St, Donaldson St, Scotts Crossing)
- Connect Barry Drive with Ainslie Avenue and Constitution Avenue on road cycle route via Cooyong, Bullimbir and Correnderrk Streets, to allow easy connection of through cycling traffic between Russell, Constitution Drive offices, and parts of North Canberra and Belconnen
- Extend University Avenue cycle route further west along the existing main ANU axis to create a direct straight line route through the campus, connecting several main student halls of residence on the western boundary straight into Civic
- Tourist cycle connections between Lake Burley Griffin and Anzac Park West via the existing underpass beneath Parkes way near the Reid CIT campus, and between Lake Burley Griffin and Anzac Park West via the Wendouree Drive underpass. The primary purpose of these connections is to create a route to the Australian War Memorial, which is a major tourist destination but unconnected to any useful cycle routes
- Although smaller than most problem roundabouts, the roundabout intersection of McCaughey and Masson Streets is a missing link on Canberra's busiest off road path where it crosses the Masson Street arm, due to very high peak hour traffic volumes

#### **Belconnen Map**

- The off road path on the east shore of Lake Ginninderra should continue north underneath the Ginninderra Drive Bridge along the shoreline through Lawson, ultimately to connect with the existing path on the western side

#### **Woden Map**

- The cycle lane eastbound on Launceston Street between Melrose Drive and Furzer Street needs completion. Launceston Street was ranked No.2 in the CBRE priorities report, but was not finished because of budget constraints. It is essential that this short uncompleted section does not 'fall through the cracks' because the project has been ticked off the list as 'done'. In the meantime the short missing section is a particularly dangerous missing link.

- The trunk path crossing of Melrose Drive at the Melrose Drive/Athllon Drive Roundabout is particularly hazardous for riders on the Athllon Drive path, and for riders transferring to the path from the terminating southbound cycle lane on Melrose Drive
- Cycle lanes should be considered for Athllon Drive. Although relatively low priority because of the parallel off-road paths, we regularly receive requests to lobby for them indicating a latent demand, and they should at least be given a ranking on the list.

### **Gungahlin Map**

- The current proposed routes miss a great opportunity to run a north south off-road cycle route bisecting the Hibbertson St shared space mid-way through it, creating a cycle route from two directions into the very heart of Gungahlin. This route would extend north via Gungahlin Place and Nelle Hamilton Avenue to connect to the Yerrabi Pond path. In the southern direction, it would extend from Gungahlin place into proposed path across the grasslands from Nuddr Drive. The Gozzard St route shown one block to the west is already badly compromised by commercial frontage in some locations, but the route we are proposing could run along the wide vista/median away from shopfronts etc.
- The Gundaroo Drive/Mirrabi Drive roundabout is a missing link in the path network to many northern Gungahlin suburbs, and should be treated as such.
- Fit a cycle lane on Gundaroo Drive eastbound connecting the gap between the Horse Park Drive cycle lanes and the existing cycle lanes on Gundaroo Drive further east (the westbound direction is lower priority due to the off-road path).

### **Tuggeranong Map**

- The otherwise continuous path on the western side of Athllon Drive has a gap of about 700 metres, consisting of two of roughly equal lengths extending south west and north east of Drakeford Drive. This is a major irritation in a path that runs for a total of 12km either side of the gap. Note that because the path is missing entirely from the maps as noted above, the gap cannot be seen on them.

### **Other Areas as Shown on Trunk Routes Map**

- The missing 400m section of shared path on the north side of East Basin (Lake Burley Griffin) as discussed above
- An off-road cycling connection extending from the existing path, which terminates at Fairbairn Avenue, to Brindabella Business Park in the Canberra Airport precinct
- Cycle lanes or a shared path on the anti-clockwise direction of State Circle (the project about to commence is for cycle lanes on the clockwise direction only)
- John Gorton Drive in Molonglo Town Centre has cycle lanes planned, however as the primary road through the commercial area, these should be upgraded to separated Copenhagen type lanes.

- A continuous off-road shared path connection is required between Tuggeranong Town Centre and Coolamon Court in Weston Creek- several paths as shown on the map almost connect, but none of them actually do.
- A short connecting path between the Adelaide Avenue shared path (just south of the Cotter Road Flyover) and Thesiger Court, Deakin, is required for easy access into this part of the Deakin commercial area