

## **THE TOP 13 MISSING LINKS IN CANBERRA**

Pedal Power has identified Canberra's Top 13 Missing cycle links which it believes have the most potential to get more Canberrans cycling more often and/or improve safety.

Costings are only in order of magnitude rather than precise estimates because of the difficulties in costing due to underground utilities, variation in contractors' rates etc. Projects are listed in priority order.

### **1. Underpass on Parkes Way near Russell roundabout and associated path links**

Comment - Has been on agenda for several years to allow cyclists to reach Defence and Constitution Ave, without having to negotiate Russell Roundabout. Defence, NCA and the ACT Government have reached agreement to fund this project. The ACT Government contribution is estimated at \$300,000 towards total cost of \$800,000 (rest funded by NCA and Defence).

### **2. Woden to Hughes Underpass and associated path links**

Comment - Was part of the Downer-Woden cycle lanes originally proposed by Pedal Power. Will allow southbound cyclists on the Downer-Woden link to access the Woden Town Centre trunk path, and also allow on-road cyclists to avoid the roundabout in any direction when linking between Yarra Glen, Yamba Drive and Melrose Drive. A short linking bike path from the underpass to the junction of Groom/Webster Sts Hughes, and the existing path that commences there would create a proper Hughes-Phillip path route. Estimated cost - \$800,000.

### **3. Federation Square Bike path - from existing William Slim/Gundaroo Drive path to Federation Square (500 metres)**

Comment - would connect Belconnen suburbs to Federation Square and North Gungahlin. The first five hundred metres have been constructed but stop in a dead end- known as the 'cycle path to nowhere'. Estimated cost - \$150,000.

### **4. A city-wide comprehensive signage system**

Comment - Signage on many bike paths is non-existent. This discourages beginners. It also undermines the effectiveness of Travelsmart programs. Estimated cost for 240 signs at all major bike path intersections – \$60,000.

### **5. Bowen Dr Crossing near National Gallery to be made safer.**

Comment - This is a major crossing on the Lake Burley Griffin shared path. Any cyclist or pedestrian who has used this crossing would agree on its danger, especially crossing the southbound lane heading up to Parliament House where there is limited vision of the cars that speed out from under Kings Ave Bridge. We acknowledge this is largely an NCA responsibility. Estimated cost – improved level crossing \$140,000, overhead ramp \$750,000.

### **6. Trial of shared path lighting - suggested route Sullivan's Creek shared path from the ANU to Dickson.**

Comment - Cycling drops off in winter. A major reason is poor lighting of shared paths. The Sullivan's Creek path is very well used. Lighting is particularly important for safety reasons (eg females). Estimated cost for 3km - \$250,000.

**7. Cycle lanes Barry Drive, Firth St to Marcus Clarke St (1.5km)**

Comment - final unfunded section between current cycle lanes on Belconnen Way and the cycle lanes on Barry Drive east from Marcus Clarke St. Estimated cost - \$40,000. High benefit/cost value.

**8. Cycle lanes on Mouat St Lyneham from Ginninderra Dr to Northbourne Avenue (1km)**

Comment - a short missing link between the current Ginninderra Drive bike lanes and the planned Northbourne Ave lanes- would provide unbroken cycle lanes from North Belconnen all the way to Civic and beyond. Estimated cost - \$20,000. High benefit/cost value.

**9. Bike lanes/on-road separated path from Fairbairn Ave to Campbell Park (700 metres).**

Currently planned works on Fairbairn Ave project will include on-road cycling lanes; however the connection into Campbell Park is poor. Not part of a trunk route but an important collector route as Campbell Park is a major employment centre with 2000 plus employees.

**11. Completion of the Jerrabomberra Wetlands path.** This is the only part of the Lake Burley Griffin shared path that is unsealed. It is also hard to find your way through the wetlands along the path if you are unfamiliar with the area. Estimated cost - \$200,000.

**11. City to Airport bike path** - construction of a 2km path from existing path at Dairy Flat Rd Duntroon, east along river bank beneath 2 traffic bridges (there is space available) then parallel to Pialligo Rd and then crossing it east of Ulinga Pl into airport.

Comment - When combined with existing lakeshore paths would properly connect airport precinct to city. The airport precinct is a fast growing employment area, and only the major destination in Canberra identified by Pedal Power that does not have a bike path to it. Estimated cost - \$450,000.

**12. Cycle path from Tallara Parkway Narrabundah to Wormald St Symonston East,** passing underneath Monaro Hwy at already constructed crossing next to Jerrabomberra Creek (700m)

Comment - would create useful short cut between eastern South Canberra and Fyshwick and one option for South Canberra - Hume/Tuggeranong commuters to join the Monaro Hwy. Estimated cost - \$150,000.

**13. Cycle path from Hartigan St Garran to Goyder St Narrabundah (2km)**

Comment - would provide safer off road path alternative to Hindmarsh Drive which is on-road and has no cycle lanes. The preferred route would have lower gradients by initially staying close to Hindmarsh Drive and following contours to avoid the steep service track which goes over the hill. Could be done in two stages: Hartigan to Tamar first, and later to Goyder St. Estimated cost - \$500,000.

(When completed, 12 and 13 would provide the safe trunk route connecting Woden, the Inner South, Fyshwick and Queanbeyan).