

Media Release

Steady as she goes for cycling in ACT Budget – but where is the vision?

“A commitment to cycling in 2016 must go beyond the provisioning of cycling infrastructure that is attached to new road construction” said Pedal Power ACT Executive Officer John Armstrong after a brief analysis of the ACT Budget figures following Tuesday’s ACT Government budget.

The positive provisioning attached to major road initiatives is standard procedure around Australia. Pedal Power ACT support the cycling infrastructure allocation attached to the duplication of Horse Park Drive, the Ashley Drive duplication and the Cotter Road duplication.

Hopeful that there would be a strong follow through from the feasibility studies into Group Town Centres of Woden and Belconnen commissioned in 2015, it appears that the Canberra cycling community must wait a further 12 months before realisation of these major projects. “Woden, Kingston and Gungahlin will receive a total of \$2.3 million for design and possible construction of cycle infrastructure” said Armstrong “However, feasibility and planning work in Belconnen, West Belconnen and Tuggeranong (other than Anketell Street) has not been funded for a construction phase. “

The budget allocation is not sufficient to meet the ongoing maintenance demands and catch up with the backlog from underfunding. The deteriorating condition of community paths makes it difficult for children and families to get out and be active.

Pedal Power ACT has been urging the Government to invest in ride to school programs, and welcomes the Active Streets for Schools program (\$1 million over two years), and a schools coordinator in the Active Travel Office.

Pedal Power welcomes cycling related infrastructure budget allocations, including:

- Aikman Drive – cycling infrastructure (\$397 000)
- Airport Road network cycling improvements (\$15 000)
- Horse Park Drive pedestrian overpass feasibility study (\$400 000)
- West basin infrastructure (\$5.8 million)
- Dickson intersections
- An improved asset management system to help with ACT maintenance programs.

“The Budget lacks the vision to lift ACT cycling participation in line with the Government’s target” said a disappointed Armstrong. “In many respects it is complacent and piecemeal. Complacent because it has expended where it has been expected and piecemeal because it has failed to follow



More Canberrans cycling, more often, for a better community



*Cycling Advocacy
Recreational Rides
Five Peaks Challenge*

*Centenary Trail Blaze
Fitz’s Challenge
Amy’s Big Canberra Bike Ride*

*Ride to Work
Ride or Walk to School
Ride Safe to School Day*

*Cycle Facilities Rating
New Horizons
Bicycle Maintenance*

through on important initiatives commenced last year.”

Pedal Power ACT calls on the Government to shake off its complacency and shed its piecemeal approach by adequately resourcing path maintenance and piloting separated cycling and walking infrastructure.

- Ends -

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