

PEDAL POWER ACT

Budget submission 2022-23



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People, Paths, and Prosperity

“We recognise that, in the midst of change, this moment presents an opportunity to support new transport habits that will last into the future.”

Chris Steel, Minister for Active Travel

About

Pedal Power ACT is the largest cycling organisation in Canberra. Pedal Power has 6000 members and regular, direct engagement with more than 15,000 Canberra bike riders.

Our mission is to advance the health and wellbeing of our community through the promotion of the safe and convenient use of bicycles and other pedal powered vehicles. We provide a voice for the many thousands of Canberrans who cycle, and the many thousands more who might.

Summary

Pedal Power recommends the ACT Government unlocks the potential of Canberra’s cycling infrastructure by investing in programs to:

- encourage more people to build their cycling skills and choose cycling as a safe and comfortable transport option
- maintain and enhance our cycling infrastructure
- increase the economic benefits of cycling.

Introduction

Riding a bike is one of the best ways to improve health, fitness, and sense of wellbeing. Cycling is a low-impact form of exercise that can be enjoyed by people of all ages, from young children to older adults.

Riding to school, work, or the shops is one of the most time-efficient ways to incorporate regular exercise into everyday routines. Cycling helps protect from diseases such as obesity, heart disease, cancer, mental illness, diabetes, and arthritis.

Supporting more Canberrans to cycle provides beneficial outcomes for all Canberrans. Cycling is:

- A cheap, quick, and reliable form of transport, connecting Canberrans to work, school, shops, and community.
- Fun – it connects people uniquely to their local environment and provides social engagement through shared activity.
- Great for the environment offering a zero emission means of transport.
- Excellent at reducing road congestion.

Cycling is great for our economy. In 2020, cycling's total economic industry output delivered \$440 million in goods and services to the ACT economy, which supported 1150 FTE jobs.¹ In 2020, 43% of ACT residents spent money on cycling to the value of \$350 per capita, significantly higher than the national average of 29%.

More people cycle in Canberra than in any other state or territory in Australia, and this is no accident. The ACT boasts some of Australia's best cycling infrastructure – infrastructure that is safe, protected, attractive, pleasant to use, and offers genuine convenience to riders.

- The Sullivan's Creek path in the inner north was Canberra's first cycle path. It was nation-leading when created, and has subsequently been widened, has been given priority crossings, and has been reasonably well-maintained. It is now used nationally as an example of infrastructure so good that it encourages people to cycle for transport.
- In recent years, raised pedestrian crossings have been built on some of Canberra's principal cycle routes. These 'wombat' crossings act as speed bumps, increasing the safety of people using the paths and giving a clear message to drivers that the people walking and riding have priority.
- The Belconnen cycleway has transformed Emu Bank to provide a protected cycleway through the Belconnen town centre, giving riders a safe and efficient path to their destination.

Despite all this, the car remains 'king' in Canberra. Trips by bike remain a quirk in our transport habits, compared to our overwhelming commitment to travel by car. Trips by bike represent less than 2.7% of the 1.3 million trips that Canberrans make every day². Just 35,000 trips are made daily by bike. For the sake of our health, wellbeing, and environment, we must support more Canberrans to switch from private car to active travel.

¹ WeRide Australian Cycling Economy Report: The-Australian-Cycling-Economy_October-2021-Updated.pdf (weride.org.au)

² 2020 ACT Transport Strategy

Many trips currently made by car could shift to cycling. Thirty-eight percent of all trips in the ACT made by car are less than 10km, and five % are less than 2.5km. Electric bikes have been shown to double the range that people are prepared to travel by bike – but they will only do so if it is safe, comfortable, and efficient.

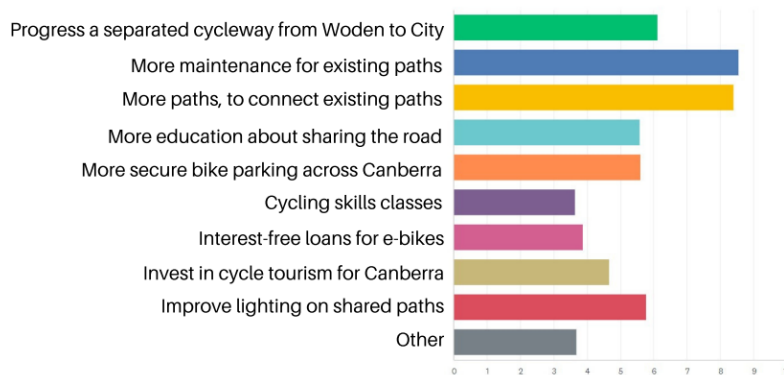
Pedal Power commended Transport Minister Chris Steel’s March 2022 delivery of an ACT Government Active Travel Statement in the Legislative Assembly. This policy framework promises to deliver projects that will fundamentally transform Canberra’s active travel environment.

The 2022-23 ACT Budget is an opportunity for the ACT Government to resource a transformation of Canberrans’ travel habits. This will require a commitment to ongoing investment in paths and cycling infrastructure, and support for programs that actively inspire, encourage, and assist more people to ride more often.

Pedal Power’s 2022-23 Budget Submission provides recommendations to support an increase in active travel participation across Canberra. We have collated feedback from the cycling community via ongoing direct engagement in person, via phone and email, as well as surveys and social media. This feedback tells us that cyclists’ priority for active travel funding remains increased path maintenance, followed by completion of missing links across the network.

Figure 1: Survey responses from Canberrans who cycle. March 2022.

What cycling initiatives should be funded in the ACT government's 2022-23 budget?



An ACT Budget that invests in Canberra’s people, paths and prosperity is the key to transforming our active travel environment.

People

Support for workplace active travel

The disruption to commuting that will be created by the construction of light rail from the City to Woden presents a unique opportunity to shift the behaviour of Canberra commuters from private car travel to cycling and other modes of active and public transport.

Workplace programs can provide practical assistance to help those who normally commute by car to test and choose alternative modes of transport. This will support the ACT Government in achieving emissions reductions and active travel targets under the ACT Climate Change Strategy and Integrated Transport Strategy.

This should consist of:

- Targeted Workplace engagement for large, medium, and small workplaces:
 - Employer engagement and planning
 - Face-to-face active travel planning with employees
 - Information and resources on active travel
- Learn to ride and confidence building courses
- Expanding the electric bike library to operate from southside and northside locations, and the provision of an additional cargo bikes, storage facilities, and bike transport facilities
- Marketing and communications. A comprehensive active travel promotion campaign over multiple media and formats.

'Share the road' education

Pedal Power welcomed the passage of amendment to the ACT's negligent driving laws in 2022, to increase penalties for drivers who harm a bike rider or pedestrian. Following this amendment, ACT Government announced that a 'share the road' community education campaign will be rolled out in 2022. Pedal Power recommends that funding be allocated to enable this education campaign to be delivered this year.

Car-free day

Around the world, car free days are held annually on September 22 to encourage those who can, to give up their cars for a day to experience the numerous benefits of active travel. The ACT Climate Change Strategy outlined a goal to establish a car free day in the ACT by 2021. Now that the ACT is returning to a 'Covid-normal,' Pedal Power recommends resources be allocated to fund a car free day in 2022-23.

Expand the Active Travel Office

The development and implementation of the policies and initiatives outlined in the ACT Government's active travel statement – as well as the initiatives outlined in the 10th Parliamentary and Governing Agreement for the ACT, will require significant resources and coordination within the ACT Government

Share the road education

"Most important to me? Education about motorists respecting cyclists on the road. Cars [need] to watch out for bikes at all times, and there is a high cost involved if they don't".

Pedal Power member

this year. Pedal Power calls on the ACT Government to expand the Active Travel Office so it can continue to provide and manage innovative transport solutions for an active Canberra.

End of Trip facilities: implementation and guidelines

Good quality, safe, and accessible facilities at the end of a trip are vital. The *ACT End of trip facilities code* is due to be finalised this year. Pedal Power recommends resources be provided in 2022-23 to advise developers of their responsibilities under the new code, and to provide guidance about what constitutes high-quality end of trip facilities for people who ride.

End-of-trip makes the difference

“I started riding to work because my building had change rooms. When I worked retail at the Canberra Centre, there weren't any such facilities”.

Pedal Power member

RECOMMENDATIONS

- Fund annual cycle skills development and confidence building courses run by Pedal Power ACT
- Fund a ‘share the road’ community education campaign
- Finalise *Draft Variation No 357 – End-of Trip Facilities General Code (DV357)*, and develop resources and good practice guides for developers
- Fund a car-free event on World Car Free Day in September 2022
- Expand the Active Travel Office

Paths

Pedal Power supports the commitment in the 10th Parliamentary and Governing Agreement for the ACT, that annual capital expenditure on dedicated active travel infrastructure is a minimum of \$20 million, or 20 per cent of the roads and parking budget, whichever is higher.

Maintenance

The ACT's 3000km network of paths is a significant public asset, highly used and highly valued by the community. While roads in the ACT have performance indicators requiring 90 per cent of all roads to be maintained to a 'good' standard, there does not exist an equivalent for paths.

Our paths are now busier than ever, with the introduction of e-scooters, e-bikes, and a higher uptake in active travel across the territory. There are unprecedented numbers of people benefiting from our path network.

In 2021, the Planning, Transport and City Services Committee recommended that ACT Government set a target that at least 90 per cent of shared paths and footpaths be maintained in good condition. In 2022 Annual Report hearings, ACT Government advised that a full audit of the footpath and shared path network had been complete.

Capital works

When Pedal Power asked Canberrans what would sway them to cycle instead of driving, 58% of respondents said a direct cycleway, separated from cars and pedestrian traffic. Forty-one percent said they would ride for transport if they didn't have to ride on the road³.

With the delivery of Labor and the Greens' 2020 election commitments this term of government, and the additional announcements made by the transport minister in his active travel statement of March 2022, the ACT will be a nation-leading active travel environment.

Alongside the delivery of this significant raft of improvements, Canberra bike riders have identified some gaps in existing infrastructure. These include missing links in the path network, secure bike parking, improved lighting, and improvements to road crossings along the path network.

Maintenance matters

"I actually do ride to work regularly, up to four days a week, on shared paths - a 35km round trip. The biggest issue I have...? The atrocious condition of the shared paths - ruts, tree roots, potholes, poor alignment (as in difficult curves and path intersections), sand mud and debris build up, and dozens of locations where water pools or the path floods. These issues are recurring, as repairs, when they are finally done, are poorly undertaken and do not effectively rectify the underlying causes of the issues."

Pedal Power member

³ <https://www.pedalpower.org.au/wp-content/uploads/2022/03/Quick-poll-results-2.pdf>

RECOMMENDATIONS

1. In line with the current Parliamentary and Governing Agreement, capital expenditure on dedicated active travel infrastructure should be a minimum of \$20 million, or 20 per cent of the roads and parking budget, whichever is higher.
2. Annual reporting of active travel expenditure to the Assembly should be established against this \$20 million or 20 per cent target. This reporting should identify only expenditure on dedicated active travel infrastructure.
3. Set accountability indicators for active travel initiatives. This should include clear definitions of 'active travel' investment and should set out clear methodology and standards for measuring the value of investment.
4. Publicly report the findings of the path condition audit.
5. Set a target that at least 90% of paths within Canberra to be maintained in good condition. Include this accountability indicator in annual reports.
6. Introduce a rolling Strategic Asset Management Plan (SAMP) for shared paths to inform a rolling program of proactive maintenance by 2023. The SAMP should aim to maintain 90% of paths to 'good' condition, commencing with the principal routes.
7. Fund critical infrastructure identified by the cycling community. Pedal Power has collected and collated a priority list for this work, based on extensive community feedback. This priority list – identified by region of Canberra – is found at **Attachment A** and includes:
 - a. Quick-build protected cycling lanes – initially on Northbourne Avenue, Bowen Drive and Commonwealth Avenue, but rolling out over time to all trunk roads including Belconnen Way and Drakeford Drive
 - b. Secure, well-lit bike cages near the entrance to all shopping precincts
 - c. Completing priority missing links across the path network.

Complete paths help families ride

“Building missing footpaths in old Canberra streets would go a long way to making it easier for children and families to ride.”

Pedal Power member

Prosperity

Cycle tourism

Cycle tourism has a major role to play in establishing Canberra as 'Australia's Cycling Capital'.

The centrepiece of Canberra's cycle tourism is Stromlo Forest Park (SFP). This unique Canberra asset offers road, track, and mountain biking experiences, along with an aquatic centre and dedicated running tracks. With strategic development, Stromlo Forest Park can become the preeminent centre for local, regional, national, and, eventually, international sport and cycle tourism, driving year-round visitation and tourism.

A tourist drawcard

"Turn the Cotter/Uriarra loop into a properly constructed, marked and sign posted cycle route to place Canberra at the pinnacle of road cycling destinations in Australia."

Pedal Power member

RECOMMENDATIONS

1. Increase the maintenance budget for SFP by \$300k a year to keep up with trail and park maintenance.
2. Finalise the SFP Master plan, and the five recommendations of Pedal Power and the SFP User Group, starting with a north-south access route and the full criterium track extension, with a cycling, walking, and running link to the Holdens Creek underpass.
3. Deliver the ACT Labor election commitment to build a 'flow' style mountain biking trail from Stromlo Forest Park to Cotter recreation area, creating a link between the two popular recreation hubs. The new track will complement the great mountain bike facilities currently available in the nation's capital.
4. Seal the gravel access route within Stromlo Forest Park between the Stromlo Forest staging area and Mt Stromlo Road. The 1km project will improve park safety and will enable large scale national and international events to be held at the park.
5. Reseal and maintain Mt Stromlo Road from the Cotter Road to the summit - a popular cycle training route and now in a dangerous state of repair.
6. Seal the maintenance track on the northern boundary of the Arboretum, from the William Hovell Drive underpass through to the adjacent to the Cork Oak car park and up boundary road. This will create a complete multi use recreational link through the Arboretum from both the suburbs of Weston Creek and the new Molonglo developments through to Civic and Belconnen. The creation of this link will strengthen the active travel network in the city. Additionally, the sealing will create an internal loop of sealed trails suitable for training programs, 24-hour races and the like.

Appendix A: Priority infrastructure by region

A full list of new path suggestions provided by Canberra bike riders is available at pedalpower.org.au

GINNINDERRA PRIORITIES

- Town centre access improvements:
 - a) A separated path along Benjamin Way between College Street and Emu Bank Way.
 - b) Completion of the Belconnen Bikeway at the west end of Emu Bank between Luxton Street and Joynton Smyth drive
 - c) Cycle path along Lathlain Street linking the north and south of the town centre on the western side of the Westfield
 - d) Improved active travel links to the University of Canberra (UC) precinct. This should be done in conjunction with the UC Master Plan.
 - e) A path that runs from the end of the Barry Drive off-road cycle path through to the west end of Belconnen Way, linking the main trunk cycle routes to the city past Belconnen Town Centre, and to the Western suburbs of Belconnen.
 - f) Secure, well lit, locked, CCTV-monitored cycle cages close to one or more of the entrances to Westfield Belconnen.
- A path linking Page through Scullin, to the west Belconnen suburbs of Latham, Higgins, Holt, Macgregor, and Kippax, and then onto Ginninderry.
- A path on Coulter Drive, linking northern Belconnen to the town centre and on to Molonglo, from Ginninderra Drive to William Hovell Drive.
- Extend the Belconnen Bikeway through Florey on the old busway route, to the cycle paths along Ginninderra drive. This may require building a path on the Northwest side of Florey.
- A path along Kingsford Smith Drive from Drake Brockman Drive to Southern Cross Drive
- A path from Bindubi Street, Aranda to Emu Bank via Eastern Valley Way
- A path from Belconnen Way to the C7, via Haydon and Baldwin Drives.
- Secure bike parking at Jamison shops.

Benjamin Way

“A proper separated path on Benjamin Way should be the first priority.”

Pedal Power member

YERRABI PRIORITIES

- Gungahlin Town Centre improvements:
 - a) Connect existing paths into the town centre:
 - a. near the petrol stations on Crinigan Circuit
 - b. around Gungahlin College
 - c. near Bunnings
 - d. from Gundaroo Drive
 - e. from Flemington Road
 - f. from The Valley Avenue.
 - b) Separate cycle infrastructure through the town centre to link with bike parking and end-of-trip facilities
 - c) Secure bike parking throughout the town centre
 - d) End-of-trip facilities in the town centre
 - e) A shared zone in Hibberson street
- A cycle path to connect Mirrabai Drive and Horse Park Drive beside Gundaroo Drive, to relieve congestion on the east side of Yerrabi Pond and provide a better commuter route
- Recreational, off-road trails in the green belt between Moncrief and Amaroo
- A safe way of crossing the Barton Highway between Kaleen and Bellenden Street
- Widened shared path around Yerrabi Pond
- Separated path along Well Station Drive
- Improve the safety of the two crossings at the junctions of Kosciuszko Avenue and Gungahlin Drive with raised crossings.
- Construct active travel routes to 'the Home of Football' in Throsby.

Separate paths for walkers and riders in busy places

“Separated bike and pedestrian paths around the lakes and other busy places.”

Pedal Power member

KURRAJONG PRIORITIES

- Northbourne Avenue improvements:
 - a) Protected, separated quick-build cycle lanes between Dickson and Civic
 - b) Design and construct the Garden City Cycle Route
 - c) On-road active travel route along Moore, Forbes, and De Burgh Streets
- Separated cycleway on Eastlake Parade, Kingston
- Establish the City Cycle Loop, with signage, to anchor the entire principal route network and connect with C8 intersecting routes, including Antill Street from Hackett to the Federal Highway.
- Install a wombat crossing on Miller St near Macarthur Ave
- Widen the path along the south shore of Lake Burley Griffin from Kings Avenue Bridge to Kingston foreshore. This could include the planned cycle path through Bowen Park.
- Improve and widen the paths along the route of the Molonglo to City 'superhighway' - stage one at the city end, including through ANU.
- Construct paved shoulders or cycle paths on Antill Street, from the end of Hackett to the Federal Highway roundabout.
- Separated cycleway within the road corridor from Canberra Ave to Dairy Flat Rd via Ipswich St.
- Construct on-road cycle lanes or cycle path from Manuka to Lake Burley Griffin via Telopea Park east, including an upgraded crossing on Wentworth Avenue.
- Improve the cycle path link from the end of Phillip Avenue, Hackett with Duffy Street, Ainslie.

Northbourne Avenue

“The last time I cycled down Northbourne, a car swerved into the bike lane between myself and my partner in front of me. Any 60km/hr road like this should obviously have protected lanes so that anyone would feel safe riding along it.”

Pedal Power member

MURRUMBIDGEE PRIORITIES

- Bridge over Weston Creek to link the Coombs path network to the CBR Route C5. The C5 route also needs to be reviewed for the installation of lights given that it is used for night commuting.
- Underpasses:
 - a) Wilbow Street: install an underpass or protected raised crossing on the C4 route.
 - b) Athllon Drive/Sulwood Drive (on the C4 route)
- Woden to city separated cycleway as part of the light rail project Stage 2.
- Upgrades
 - a) Redesign and upgrade the congested Lake Burley Griffin principal bike route from Commonwealth Ave to Dunrossil Drive.
 - b) Realign and replace the damaged path along Weston Creek from Cotter Road to Streeton Drive/Mulley Street underpasses.
 - c) Melrose Dr is the route from Pearce, Chifley, Lyons, and Weston Creek to the Woden Town Centre. It also links to the C4 route to Civic and Parliamentary triangle The path requires upgrading to replace many sub-standard and broken sections.
- New paths/missing links:
 - a) Kent Street, Deakin
 - b) Yarra Glen/Yamba Dr east side: extend the off-road path from Carruthers St bridge to Launceston St. This would provide a direct off-road link southbound to Woden, Hughes, Garran, and the hospital.
 - c) Heard St Mawson, to fix the missing link in the north-south trunk route and provide seamless access to Principal Route C4 from Farrer and Mawson, via the new raised crossing to be installed on Mawson Dr.)
 - d) Sulwood Drive, Kambah
 - e) Connect north Molonglo to Belconnen Town Centre via a dedicated, protected connection along John Gorton Drive.
 - f) From the Lyons end of the Heysen St path (at Devonport St) up to the "spine path" in Curtin that runs past schools to Curtin Shops.
 - g) Linking the C5 at Weston Ponds with an off-road path along Kirkpatrick St to the Cotter Rd 'Park and Ride' at Nth Weston. This would give the residents Molonglo good access to the park and ride.
- Secure bike parking
 - a) Woden as part of the bus interchange project
 - b) Cooleman Court bus terminus

Kent Street

"I ride on the footpaths along Kent Street to get to my office in West Deakin. It would be a lot safer and more enjoyable if there was a safe, separate path from the main bike path. Why risk our lives to ride beside traffic."

Pedal Power member

BRINDABELLA PRIORITIES

- Athllon Drive improvements:
 - a) Upgrade the C4 path with an underpass at Sulwood Drive, a priority crossing at Fincham St, improved sight distance, reduced squeeze points, and better signage for the underpass at Drakeford Drive.
- Remove substandard and hazardous bollards on Lake Tuggeranong path, adjacent connecting paths, and minor paths throughout Tuggeranong. Provide priority to paths at intersections with minor access roads.
- Upgrade the busy Lake Tuggeranong path to separate bike riders and pedestrians
- Upgrade crossings at road intersections south of the Tuggeranong town centre, to give priority to path users. Remove substandard bollards at Barr-Smith Ave, Hurtle Ave, Woodcock Ave.
- Tuggeranong Town Centre improvements:
 - a) Complete the Active Travel Plan.
 - b) Install secure bike parking at the bus interchange.
- Construct the Active Travel links and upgrades into and through the Erindale centre, as included in the Erindale Master Plan. Upgrade Erindale Drive path between Erindale Group Centre and Tuggeranong Group Centre as included in the Master plan.
- Upgrade the path from Chisholm Shops to Tuggeranong Town Centre, to improve curves and sharp turns
- Connect Chisholm Shops to Monaro Highway with proposed off-road path.
- construct an off-road path as part of upgrades to the Monaro highway, between Isabella Drive and Canberra Avenue
- Connect Ashley Drive Path with Tuggeranong Creek Path.

Separation from cars

“There should be a separated cycle way from (and to) ALL town centres - any Woden to city version should be ‘extendable’ to Tuggeranong.”

Pedal Power member