



PEDAL POWER ACT

Budget submission 2024-25



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“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 over 5,250 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 ride bikes, and the many thousands more who might.

Summary

Pedal Power has welcomed the ambitions identified in the ACT Government’s recently released Active Travel Plan. However, we remain concerned that the plan has no clear targets and that the Government has not presented a clear timetable, nor budget to see it implemented.

Pedal Power **recommends** the ACT Government unlocks Canberra’s potential as an active travel city by:

- Investing funds to Design, Build, Upgrade and Maintain a comprehensive Cycling Network across Canberra.
- Supporting the development of cycle and pedestrian friendly neighbourhoods.
- Investing in recreational cycling, rebuilding Canberra’s image as ‘Australia’s Cycling Capital’.
- Building a highly connected, diverse, medium density, city that provides a wide range of living style options to best suit individual needs.

Introduction

Riding a bike is one of the best ways to improve health, fitness, and a sense of wellbeing¹. Bike riding is a low-impact form of exercise that can be enjoyed by people of all ages. Riding helps with a range of health issues including weight management, cardiovascular health, blood pressure and mental health.

The Movement and Place Approach is being embraced in Australia². It provides a safer transport system for every type of road user by building suitable road and active travel infrastructure for every road type and need. It provides a place for every type of active travel within the safe system provided by this approach. Pedal Power welcomes and supports the implementation of this system. When it is successful it will reduce pollution, lower carbon emissions, and address congestion on our streets³.

Cycling is a particularly viable replacement for trips between 1 – 5 km, whether it is people riding from their house in the suburbs to the shops, school, local town centre or public transport stop, or directly to work and other services.

Supporting more Canberrans to cycle provides beneficial outcomes for all Canberrans. Assuming a safe riding environment and infrastructure, 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 also great for our economy. In 2022, cycling delivered \$541 million in direct and indirect output to the ACT economy and supported 1,870 FTE jobs.⁴ 28% of ACT residents spent money on cycling, higher than the national average of 24%.

¹ What Are The Health Benefits of Cycling, *Medical News Today*, URL <https://www.medicalnewstoday.com/articles/benefits-of-cycling#health-benefits>

² Movement and Place Approach, Australian Government, URL <https://www.roadsafety.gov.au/nrss/fact-sheets/movement-and-place-approach>

³ Austroads, Research Report AP-R611-20 *Integrating Safe System with Movement and Place for Vulnerable Road Users* (2020)

⁴ The Australia Cycling and Scooter Economic in 2022, *We Ride Australia*, URL https://www.weride.org.au/wp-content/uploads/2023/11/The_Australian_Cycling_and_e-scooter_Economy_in_2022_WeRide_and_EY_2023_Report_Final_web.pdf

Context

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

Despite all this, the car remains 'king' in Canberra. Trips by bike represent less than 2.7% of the 1.3 million trips that Canberrans make every day⁵. 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.

The ACT Government has recently released its finalised Active Travel Plan⁶ with a vision of getting more Canberrans to walk and cycle more frequently. Pedal Power commends the lofty goals of this report, as we commended Transport Minister Chris Steel's March 2022 delivery of an ACT Government Active Travel Statement in the Legislative Assembly⁷. We also commend the finalised design guide, which, if implemented, will transform Canberra's streetscapes.

However, while the Active Travel Plan is a good broad document, it has no timelines, targets, or budgetary commitment. If we do not implement the Active Travel Plan, and soon, Canberra will become a more car-centric environment, spread out and hostile to active travel alternatives. Globally, cities such as Wellington, Paris, Amsterdam, London, and New York are investing heavily in cycling infrastructure. The construction of systems of dedicated separated cycle lanes are seeing cycling participation skyrocket. Australian capital cities such as Sydney, Melbourne, and Perth, are starting to do the same, risking them overtaking Canberra in the cycling infrastructure stakes. While Canberra has historically been Australia's cycling city, we are at risk of losing this status.

The ACT Government's active travel plan found that at least 50% of journeys in the ACT are less than 5km, and in turn easily walkable or rideable⁸. Many of these trips are currently made by car and could shift to cycling, being more convenient, much cheaper, and faster from door to door. This is particularly true with the rise of electric assist bikes, which 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. The 2024-25 ACT Budget is an opportunity for the ACT Government to resource a transformation of Canberrans' travel habits. This will require a continued commitment to ongoing investment in cycling infrastructure, and support for programs that actively inspire, encourage, and assist more people to ride more often.

Pedal Power's 2024-25 Budget Submission provides recommendations to support an increase in active travel participation across Canberra. We are making very similar recommendations to our 2023-24 budget submission as, despite positive words from the Government, many of the policy changes required to transform our active travel network have not been implemented. We believe it is time for the

⁵ 2020 ACT Transport Strategy, *ACT Government*, URL https://hdp-au-prod-app-act-yoursay-files.s3.ap-southeast-2.amazonaws.com/5716/5699/2256/200601-ACT-Transport-Strategy_web.pdf#page=11

⁶ Active Travel Plan, *ACT Government*, URL <https://yoursayconversations.act.gov.au/active-travel-plan>

⁷ Ministerial Statement on Active Travel, *Minister Chris Steel*, URL https://www.pedalpower.org.au/all_news/transport-minister-delivers-plan-to-encourage-uptake-of-active-travel/

⁸ Active Travel Plan, *ACT Government*, URL <https://yoursayconversations.act.gov.au/active-travel-plan>

Government to step up and invest more heavily to truly make Canberra an active travel city, supported by timelines, targets and budgetary commitments.

Invest to Design, Build, Upgrade and Maintain our Cycling Network

Many Canberrans are likely to be interested in taking up cycling regularly, but do not feel our network is safe or convenient enough to do so. Research shows that a large segment of Australian populations are ‘interested but concerned’ about cycling⁹ – i.e. they would like to take up cycling, but face barriers to doing so. The main barrier these people face is a perceived lack of safety.

As previously, we therefore call on the Government to focus on designing, building, upgrading, and maintaining a well-designed active travel network, which separates people cycling from motorised traffic. Increasing all aspects of the overall utility of the existing active travel network will increase its induced demand¹⁰ and its use.

Reprioritising our budget spend

Despite the ACT Government’s stated commitment to prioritising active travel infrastructure, our transport budget is still overwhelmingly focused on the construction of roads. The Government, for example, is spending \$107.5 million on the duplication of William Hovell Drive¹¹, and \$230.5 million on upgrades to the Monaro Highway.¹² Spending on each of these projects is larger than the Government’s much-touted spend of over \$94 million on active travel across the entirety of Canberra¹³.

Road duplications will not work to fix our transport problems, as is well understood by the ACT Government. These projects create induced demand, where, as roads become wider and can accommodate higher volumes of traffic, more people will feel incentivised to use such infrastructure¹⁴. In turn research consistently shows that road duplications make traffic problems worse, not better¹⁵. Investment in duplications therefore represents a significant waste of public money, all while increasing emissions, worsening collective health, and furthering traffic congestion.

⁹ Victorians Interested but Concerned about Cycling, *Micromobility Report*, URL

<https://micromobilityreport.com.au/australia/victoria/melbourne/victorians-interested-but-concerned-about-cycling/>

¹⁰ Induced demand, *Wikipedia*, URL https://en.wikipedia.org/wiki/Induced_demand

¹¹ Cost to Duplicate William Hovell Drive has Tripled, but What About ACT’s Other Major Road Upgrades, *Riot ACT*, URL

<https://the-riotact.com/cost-to-duplicate-william-hovell-drive-has-tripled-but-what-about-acts-other-major-road-upgrades/681536>

¹² Construction Underway on Significant Upgrades to Monaro Highway, *Federal Minister for Infrastructure*, URL

<https://minister.infrastructure.gov.au/c-king/media-release/construction-underway-significant-upgrades-monaro-highway>.

¹³ Canberra’s Active Travel Plan Guiding Infrastructure Investment, *ACT Government*, URL

https://www.cmtedd.act.gov.au/open_government/inform/act_government_media_releases/barr/2024/canberras-active-travel-plan-guiding-infrastructure-investment2

¹⁴ What is Induced Demand?, *Planetizen*, URL <https://www.planetizen.com/definition/induced-demand>

¹⁵ What’s Up With That? Building Bigger Roads Actually Makes Traffic Worse, *Wired Magazine*, URL

<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

Constructing the cycling network

We do have alternatives to this approach. The construction and upgrading of cycling infrastructure in cities around the world, particularly during the COVID-19 pandemic, has resulted in a mass uptake of cycling and other forms of active travel. This is particularly true for trips under 5km, which can easily be replaced by cycling and walking. It has demonstrated the principle of induced demand: if you make cycling safer and more convenient then more people will ride as an option¹⁶. This reduces congestion and increases people's health.

While the ACT Government has invested in some nation-leading cycling infrastructure projects in recent years, multiple gaps remain in existing infrastructure. Other projects, such as the Garden City Cycle Route, are taking years to get off the ground, with significant delays during design and consultation processes. This is leaving:

- gaps in our cycle network poor maintenance on many paths,
- a lack of lighting, segregated road crossings and secure bike parking, and,
- an over-reliance on on-road cycle lanes.

These factors combined make too many people on bikes feel unsafe.

The Active Travel Plan¹⁷ presents a starting point for addressing these gaps through the development of a proposed cycling network for Canberra. As **the top priority** we recommend the Government design, build, and upgrade this network during the timescale of the finalised Active Travel Plan, and build upon this network through invited feedback from the community¹⁸ to identify additional missing links. It is feasible and a valid social investment to complete construction of this network within the Active Travel Plan's timescale - i.e. to be completed by 2030¹⁹.

Maintaining the cycling network

The ACT's over 1000km network of shared paths is a significant public asset, highly used and highly valued by the community. However, many of these shared paths and footpaths are in poor condition, leaving them unsafe for people cycling and inaccessible for those with mobility issues.

In 2021, the Planning, Transport and City Services Committee recommended that ACT Government set a target that at least 90 percent 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 completed. The ACT Government also has a 'path priority list' for needed repairs and

¹⁶ An example of the public good from an investment to maximise induced demand is described in the next section, The C5 principal route from North Weston to the City was upgraded during the COVID lockdown which has led to a significant increase in usage. Induced demand worked.

¹⁷ Active Travel Plan, *ACT Government*, URL <https://yoursayconversations.act.gov.au/active-travel-plan>

¹⁸ Active Travel Plan Interactive Cycling Map, *ACT Government*, URL <https://yoursayconversations.act.gov.au/active-travel-plan/active-travel-plan-interactive-cycling-map>

¹⁹ In Pedal Power's 2023 - 24 budget submission we requested this network be completed within five years - i.e. by 2028. Since then the ACT Government has released its finalised Active Travel Plan, which runs to 2030. While we would have liked a commitment for the network to be constructed by 2028, we are aligning our recommendations with the timeframe of the Active Travel Plan.

improvements, which shows 569 projects as of May 2022²⁰. We welcomed the ACT Government's increased path maintenance funding in the 2023-24 budget. However, we have received feedback that this money is still not enough and many urgent issues are still not being fixed. We need urgent investment to upgrade and maintain our path system to complete these fixes and to achieve this 90 percent goal. This is a good example of where it would be useful for the active travel plan to have set goals and an implementation plan, ensuring its delivery is accountable to the public.

Recommendations

We call on the Government to:

1. Commit to building no more road duplications or additional lanes as a traffic congestion reduction strategy.
2. Build a city wide connected, safe, and convenient cycle network, [as proposed as priority two of the ACT Government's \(draft\) Active Travel Plan](#), **within the next five years.**
3. Improve, in consultation with Pedal Power and other cycling/pedestrian organisations, the proposed cycling map. Commit to conducting an annual review of the map to add additional links to be constructed within a nominated time. Future investment should prioritise:
 - a. The construction of safe and convenient cycling routes to and from all Canberra schools, health facilities, town centres, and major public transport stops.
 - b. The expansion and upgrading of all principal cycle routes, including the construction of wombat pedestrian crossing at all road crossings (not protected by traffic lights) on these routes.
 - c. The conversion of all on-road cycle lanes on roads with speed limits of 60 km/h or above to be ²¹replaced by segregated cycle lanes or off-road cycle-only paths. This could occur with quick-build protected cycling lanes – initially on Northbourne Avenue, Bowen Drive and Commonwealth Avenue, followed by all trunk roads including Belconnen Way, Drakeford Drive etc.
 - d. A list of region-specific priorities is available in Appendix One.
4. Commit to setting a target that at least 90 percent of cycle lanes, shared paths, and footpaths be maintained in good condition and invest appropriate amounts of money to achieve this target. The Government should report on how it is achieving this target to the Assembly on a regular basis.
5. Commit to ensuring that safe, segregated, cycling infrastructure is built as part of every new road project or road upgrade.
6. Invest to build a series of bike cages or other secure, monitored bike parking facilities and other end-of-trip facilities in each of Canberra's town and group centres.

²⁰ FOI - Path Default List, *ACT Government*, URL

https://www.cityservices.act.gov.au/_data/assets/pdf_file/0008/2024909/22-074-Final-online-publishing-package_Redacted.pdf

²¹ MIS05 - Table 5-9, *ACT Government*, URL

<https://www.cityservices.act.gov.au/plan-and-build/standards-codes-and-guidelines/municipal-design-standard-drawings>

Create pedestrian and cycle friendly neighbourhoods

While separated cycling infrastructure is core to increasing cycling participation, we do not expect separated cycle lanes or off-road cycle-only paths to be built on every road in the city. To address this, cities around the world have been experimenting with low-traffic neighbourhoods and communities, designed to prioritise active travel.

Low Traffic Neighbourhoods (LTNs) aim to reduce rat running with traffic calming infrastructure that encourages people to use their footpaths and quieter local streets. LTNs work successfully in England by slowing streets to 30 km/h, using physical barriers like planter boxes and modal filtering measures to prioritise people walking and on bikes, making car use less accessible²². Building infrastructure to reduce motorised traffic speeds will improve safety and encourage more people to cycle. There is clear evidence that to reduce serious injury risk, speed limits should be lowered to 30 km/h for people precincts, local and urban streets,²³. Movement corridors and arterial infrastructure allows faster traffic in a suitable operating environment²⁴. The intent of LTNs is to encourage biking and walking for shorter trips and make local streets more accessible to the community, in comparison to drivers.

The ACT Government has previously implemented a similar, although more limited, project through the 'active streets' network, which as a pilot project²⁵, included painting blue 'child walking' symbols on certain footpaths, as well as listing the distance from the symbol to the nearby school. One school had a 30 km/h zone around them (although this was poorly managed); others had painted "dragon's teeth" on roads. In 2017 Transport Minister Chris Steel told the Legislative Assembly "this is part of the \$30 million our government is investing over the forward estimates to improve walking and cycling infrastructure in Canberra."²⁶ While the Active Streets still technically exist²⁷, they are not sufficiently promoted or supported.

We have welcomed the Government's decision to trial the use of an active street along Sherbrooke Street as part of the Garden City Cycle Route. We fully support this trial, but believe such options could be rolled out to multiple streets to show the broader Canberra community the benefits of such an approach. We also look forward to the long-promised but yet to be implemented active travel street infrastructure on the roads immediately west of Northbourne Avenue between Dickson and the City. We also believe the Government should look at options to pedestrianise streets in high-density areas, opening up spaces for people instead of cars. This will both make these areas safer and increase inner city vibrancy.

²² Cycle Infrastructure Design, *UK Government*, URL

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

²³ Streets For Life: #Love30, *World Health Organisation*, URL

https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/un-road-safety-week/streets-for-life-myths_and_facts.pdf?sfvrsn=907ecc78_3&download=true

²⁴ National road safety strategy 2021-30, *Infrastructure and Transport Ministers*, URL

<https://www.roadsafety.gov.au/sites/default/files/documents/National-Road-Safety-Strategy-2021-30.pdf>

²⁵ Active Streets Report, *ACT Government*, URL

https://www.transport.act.gov.au/_data/assets/pdf_file/0004/1124851/Active_Streets_Report.pdf

²⁶ ACT Legislative Assembly Hansard, *ACT Legislative Assembly*, URL

<https://www.hansard.act.gov.au/hansard/9th-assembly/2017/PDF/20170920.pdf>

²⁷ Active Travel, *Transport Canberra*, URL

https://www.transport.act.gov.au/_data/assets/pdf_file/0010/1258768/Active-travel.pdf

Finally, 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 Government has run a similar event, a 'Sustainable Travel Street Party', in March 2024 (postponed from late-2023). We would like to see such an event become more regular.

Slow and low-traffic neighbourhoods make active travel much safer in our suburbs. These proposals will also make our communities more vibrant, as people feel more comfortable walking, riding, playing, and congregating on our reclaimed streets.

Recommendations

We call on the Government to:

1. Reduce speeds to 30 km/h, in line with World Health Organization recommendations, on all people precincts, local and urban streets and in town centres. Ensure streets and intersections are redesigned with temporary and then permanent physical infrastructure to prevent drivers from speeding.
2. Trial the implementation of Low Traffic Neighbourhoods in several Canberra suburbs and tweak them based on feedback from local communities and businesses. Ensure there is strong awareness of this implementation prior to its development.
3. Conduct a re-evaluation of the 'active travel streets' network, repairing and expanding the existing "active travel streets" network of footpaths built by previous ACT Governments. This should include increasing the width of these footpaths to at least 3 metres and improving connections and wayfinding signage.
4. Upgrade lighting across all active travel streets and separated bike paths.
5. Make the sustainable travel street party an annual event to encourage those who can to give up their cars for a day to experience the numerous benefits of active travel.
6. Investigate transforming town centre streets into pedestrian only or shared roads – suggestions could include Wooley Street, Hibbison Street, and Lonsdale Street.

Invest in recreational cycling, rebuilding Canberra's image as 'Australia's Cycling Capital'

Cycling is not just a means of transport but is also used for recreation by thousands of Canberrans. Cycling tourism also has the potential to bring in millions of dollars to the ACT economy through attracting thousands of tourists every year.

Canberra has some of Australia's best recreational cycling tracks. The two best known places for Canberra's cycle recreation are Stromlo Forest Park (SFP) for off-road riding and the paths around Lake Burley Griffin and our other human-made lakes for simply going on a social scenic ride. However, we risk this infrastructure becoming outdated if investment in upkeep and maintenance does not continue.

Pedal Power has strongly welcomed recent investment in Stromlo Forest Park, including money from the sponsorship deal with the University of Canberra, funding from paid parking, and the recent recruitment of six permanent staff for the park. We also strongly welcome the announcement of the construction of a 'flow trail' between Stromlo and Cotter. We are excited about the imminent construction of this trail, and recommend this be extended to the Arboretum in a next stage. Pedal Power expects this promised investment in the Park is honoured and ongoing, helping maintain its position as one of the premiere mountain biking facilities in Australia. In addition, we have found that other locations such as Bruce Ridge and Tuggeranong Pines off-road areas are now getting busier as mountain biking becomes more popular. Until recently many of the tracks at these locations were in a state of disrepair but we note that there has been a massive attempt to upgrade and repair them in Bruce. We believe these locations in turn need continuous investment. Further investment could boost Canberra's position as the mountain biking capital of Australia.

We welcome the continued upgrades of the lakeside paths, which are leading to an increase in use of the upgraded paths for recreation and as main multi-user routes. We expect the upgrades to continue this year around Lake Ginninderra, although this project is taking too long, and look forward to the increased activity this upgrade will facilitate. However, we'd like to see upgrades move faster.

We recommend a systemic assessment of all public off-road cycling venues across the ACT to maintain the Territory's reputation as Australia's Cycling Capital. The ACT Government should invest in recreation tracks and campaigns to encourage Canberrans to enjoy the health and wellbeing benefits of cycling and to develop Canberra's reputation as a cycle tourism destination.

Recommendations

We call on the Government to:

1. Continue to invest money in Stromlo Forest Park to maintain its reputation into being a world-class facility. The Government should:
 - a. Honour promised investment in Stromlo Forest Park and ensure it is ongoing.
 - b. Construct the 'flow' style mountain biking trail from Stromlo Forest Park to the Cotter Recreation Area as soon as possible, and investigate extending this to the Arboretum.

- c. 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.
 - d. Reseal and maintain Mt Stromlo Road from Cotter Road to the summit – a popular cycle training route and now in a dangerous state of repair.
 2. Build and upgrade active travel recreational routes²⁸ across the city to boost cycling participation rates.
 - a. Redesign, upgrade and widen congested cycling routes around all of Canberra’s human-made lakes.
 - b. Seal the maintenance track on the northern boundary of the Arboretum, from the William Hovell Drive underpass through to the Cork Oak car park and up Boundary Road. This will provide a valid shortening of Principal route C5 between Belconnen and Weston increasing its utility and efficiency as an active transport route²⁹.
 3. Invest in a cycling tourism campaign for attracting national and international tourists to Canberra.

²⁸ See MIS 05, s.3.2 “**Active travel recreational routes** are for people that may value and enjoy the experience of getting around more than arriving at a particular destination.”

²⁹ See MIS 05, s.3.2 “**Active transportation routes** are for people wanting to travel from A to B and link destinations from the front door to the bus stop or all the way to employment, shopping, education and community facilities.

Build a highly connected, medium density diverse city

In addition to cycling-specific infrastructure, Pedal Power calls on the ACT Government to develop more walkable and cyclable neighbourhoods, through increasing density and improving public transport connections. For its population, Canberra is one of the most spread-out cities in the world with a car-centric urban environment. Outer-suburban residents are largely reliant on cars for all their transport. Census data show that fewer than 3 in 100 people cycle to work in the ACT. This ranges from 11 in 100 in inner North Canberra (with a more walkable neighbourhood), down to zero in 100 in the outer areas of Gungahlin and Tuggeranong. Outer suburbs can be made more walkable with integrated public transport and secure bike parking nearby.

Around the world local Governments are adopting the concept of becoming '15-minute cities' – an urban planning concept where people can access the basic things they need – shops, schools, parks, leisure options, health care etc. – all within a 15 minute radius by foot or bike. The 15-minute city is a way to enhance everyone's freedom, allowing us all to live close to services and to not be forced to rely on a car to get the things we need.

Public transport is also an essential element of an integrated transport system and is key to achieving a more sustainable and healthy future. Public transport is particularly useful for those trips that are not achievable in 15 minutes by foot or bike, and this can and should be integrated with a strong active travel network. Many cyclists already use public transport, whether they park their bike at a tram or bus stop, or they put it on to a bus or light rail vehicle. Increasing public transport access is therefore integral to building a sustainable and accessible integrated transport system. It is essential to ensure all public transport stops are accessible via active travel, that major public transport locations have secure bike parking, and that all mass public transport vehicles carry bicycles.

Recommendations

We call on the ACT Government to:

1. Commit to the idea of Canberra being a walkable 'fifteen minute city' with excellent public transport, integrated with active travel³⁰.
2. Reform our planning laws to embrace missing middle housing, as called for by a Coalition of organisations led by Greater Canberra.³¹
3. Commit to growing our public transport services linked to an appropriate cycle path network, in line with the objectives of Public Transport Canberra (PTCBR)³².
4. Ensure all public transport stops are accessible via active travel, that major public transport locations have secure bike parking, and that all mass public transport vehicles carry bicycles. Construct secure bike parking facilities at all public transport interchanges.

³⁰ 15 Minute City, *Wikipedia*, URL https://en.wikipedia.org/wiki/15-minute_city

³¹ Missing Middle Canberra, *Missing Middle Canberra*, URL <https://missingmiddlecbr.org.au/>

³² Transport Objectives, *Public Transport Canberra*, URL <https://ptcbr.org/about/transport-objectives/>

Appendix 1 – Regional Priorities

In this budget submission, Pedal Power has called for long-term policy shifts and investment. We however recognise that budgets operate on a year-to-year cycle. For the 2024-25 budget, we therefore call for the following regional priorities. Our full list of priorities per electorate is here:

<https://www.pedalpower.org.au/advocacy/campaign-progress/our-top-10-by-electorate/>

Brindabella

- Athllon Drive – Commit funding to upgrade the C4 path and build the underpass at Sulwood Drive.
- Lake Tuggeranong Path - 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.
- Sulwood - Ensuring enough funding to complete the Sulwood drive path.

Murrumbidgee

- Lake Burley Griffin path at Yarralumla - Upgrade the LBG Route, from Commonwealth Ave to Dunrossil Drive, to bring this popular walking and cycling path up to standard. Priority crossings and adequate separation are needed. Currently being surveyed by TCCS.
- Kent St - Build a safe cycle path from the bridge at Adelaide Ave to junction of Yamba Dr/Wisdom St. Kent St was recently listed among those routes where bike riders feel unsafe on Bike Spot. Marked in the Active Travel Plan map as 'Potential future priority'.
- Hopetoun Crt/Mugga Way from LBG to Flinders Way - Active travel infrastructure in Deakin and Red Hill is virtually non-existent. This route is listed in the Active Travel Plan as 'Future network'. It would provide a route to the two Grammar Schools, and link Yarralumla, Deakin and Red Hill with Manuka shops.
- Weston Creek C5 realignment - Realign the C5 from Cotter Rd to Mulley St utilising the Creek corridor. This would replace the damaged sub-standard path along the western side of Streeton Dr and avoid two underpasses with poor sight lines. Streeton Dr is listed as a 'Potential future priority'. Our proposal is a better solution for the C5.
- Herd St - Build the missing link from Mawson Dr priority crossing to the shared path to Farrer.

Kurrajong

- Garden City Cycle Route - Further funding the build the Garden City Cycle Route beyond stage one. We want to see the complete current route funded, including the additional section through Watson and Hackett along Knox Street and Phillip Avenue and the active travel street along Sherbrooke Street.
- Northbourne Ave - Funding to design and build a Northbourne Avenue cycle lane. This has been promised in the past, but has never happened. We'd also like funding for active travel streets

parallel to Northbourne on Moore, Forbes and De Burgh Streets. TCCS have looked at these options before and we should not begin implementing.

- Wombat crossings - The installation of Wombat crossings at all locations where principal cycle routes cross roads where there are no traffic lights. The next cab off the rank should be crossings around Lake Burley Griffin, in particular a raised priority crossing of Alexandria Drive adjacent to Hopeton Circuit, which has already been designed.
- Kingston links – Funding to ensure the link between Kings Avenue Bridge and Fyshwick is completed - including the current fiasco that is Eastlake Parade. We understand the design for this is done, but would like to see money for full construction.

Ginninderra

- West Belconnen Path - A path that links from the end of the Barry drive off road cycle path (which also need upgrading) through to the west end of Belconnen way, therefore linking the main trunk cycle routes to the city right past Belconnen Town Centre to the Western suburbs of Belconnen.
- Belconnen Town Centre - Further upgrades to access to the Belconnen Town Centre, including a separated path on Benjamin Way, a Cycle Path along Lathlain Street and completion of the Belconnen bikeway at the west end of Emu Bank
- Ginninderry Connection - A path linking Page through Scullin, to the west Belconnen suburbs of Latham, Higgins, Holt, Macgregor and Kippax, and then onto Ginninderry.
- Coulter Drive path - A path linking northern Belconnen to the town centre and on to Molonglo, from Ginninderra Drive to William Hovell Drive.

Yerrabi

- Gungahlin Town Centre: Further funding to design and construct links as part of the Gungahlin town centre active travel masterplan
- Yerrabi Pond: Widen the shared path around Yerrabi Pond
- Barton Highway: A safe way of crossing the Barton Highway between Kaleen and Bellenden Street
- Mirrabai Drive: 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