



26 June 2013

Ms. Bronwen Hamilton,
Manager Urban Design
National Capital Authority
GPO Box 373
Canberra ACT 2601

Strategic Review of Kings and Commonwealth Avenues: Pedal Power ACT Submission

Pedal Power ACT thanks the NCA for the opportunity to comment on the renewal plans for these two major axes.

Pedal Power strongly endorses all of the points made in the Discussion Paper's section 5.6.

We note that ACT government targets are for cycling mode share to rise to 7% of all trips by 2026 – almost tripling it. The mode share for pedestrians is planned to rise to 7% by 2026 (Transport for Canberra, 2012). In addition, one of the persistent comments regarding the introduction of pay parking in the parliamentary triangle was the absence of shops and other amenities for workers: Improving pedestrian and cycle access (and public transport access) along these avenues will mean that reaching Civic will be not only achievable without a car, but a pleasant lunchtime excursion.

We support the provision of **separated routes** for people walking and for people cycling along the length of these Avenues. We particularly note the high level of congestion and conflict on the bridges; this will only intensify as the mode shift mentioned above takes place. Increased amenity for everyone using the bridges is of the highest importance and is already needed.

The ACT government, in its *Transport for Canberra* strategy, has embraced the "8--80 goal": Cycling facilities should be useable by people from 8 years old, through to 80 years old. We endorse this goal, and believe that the renewal of Kings and Commonwealth Avenues is a perfect opportunity to introduce such facilities.

While the report suggests "separation of cyclists from pedestrians through designated on-road cycle paths along their length", Pedal Power ACT strongly recommends that the cycle route should also be separated from motorised traffic. Ideally this should be realised as a pair of one-way lanes on the far left of each carriageway, physically separated by a small change in height, curbs, grassed verges, or other barriers. Parking (if any) and bus stopping areas should be located to the right of the lane. They should be wide enough for overtaking (at least 2m). The route should also have the same priority as the road: that is, it should have clear priority over any driveways or minor side roads, and signalised intersections with protection from turning traffic where appropriate.

For design details, refer to *Cycling Aspects of Austroads*, section 4.3.3 *Separated Bicycle Lanes* noting that the specifications therein should be taken as minima, and are perhaps not appropriate to the high quality outcome desired for this location – especially as in most areas along these avenues (with the exception of the bridges) there is ample space. For intersection treatments, see section '5.3.9 *Crossings at Signalised Intersections*. However, given the high aspirations of the renewal plan, it would be appropriate to aim for state-of-the-art facilities, and be guided by the Dutch model of cycle path provision. Here, the relevant document is the Dutch cycle path design manual CROW REC25 (also well explained by [this video](#)).

We strongly support the removal of clover leaf entry/exit ramps. This will not only facilitate walking and cycling movements along the avenues, but will also support the completion of routes crossing the avenues, such as the Civic Cycle Loop.

Care should be taken at the ends of the avenues to ensure that people who walk or cycle can access the destinations there, and connect to other parts of the network. Thus connections should be made to Parliament House and the workplaces in the Parliamentary Zone; to Civic from Civic Hill (possibly via the Civic Cycle Loop); to Russell and the workplaces therein; and of course to Constitution Avenue and the lakeside paths.

One notable absence from the Report was the use of the Avenues for mass recreational events (fun runs and the like); for ceremonial purposes; and for democratic displays (demonstrations). Such use is certainly in line with the Griffin vision and should be supported. In particular, we recommend that any physical barrier separating people who are walking or cycling from motorised traffic on the bridges be able to be opened at each end of the lake, allowing people to use some or all of the traffic lanes during such events. Of course the motorised traffic would need to be controlled by event wardens or the police during these periods.

Finally, as the Discussion Paper's drawings illustrate, these two axes form the sides of a triangle: the third side being Constitution Avenue. While high-quality outcomes and prioritisation of people who walk or are on bikes is advocated in the Discussion Paper, it is disappointing that the current plans advanced for Constitution Avenue are second-rate. In particular, the off-road cycle route should be direct, with users of it given priority over vehicles entering or exiting driveways or side roads. We urge the NCA to reconsider those plans, by, for example, adopting the approach illustrated in the Dutch video mentioned above.

John Armstrong

A handwritten signature in black ink, appearing to read 'John Armstrong', on a light-colored background.

Executive Officer

Pedal Power ACT