



PEDAL POWER ACT

Budget submission 2023-24



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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 5,500 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 Canberra’s potential as an active travel city by:

- Investing funds to Design, Build, Upgrade and Maintain our Cycling Network.
- Supporting the development of cycle and pedestrian friendly neighbourhoods.
- Invest in recreational cycling, rebuilding Canberra’s image as ‘Australia’s Cycling Capital’.
- Build 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. Cycling is a low-impact form of exercise that can be enjoyed by people of all ages. Cycling 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 Australia. It provides a safer transport system for every type of road user by building suitable road 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 streets².

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. 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 2020, cycling's total economic industry output delivered \$440 million in goods and services to the ACT economy, which supported 1150 FTE jobs.³ 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%.

¹ <https://www.medicalnewstoday.com/articles/benefits-of-cycling#health-benefits>

² Austroads, Research Report AP-R611-20 *Integrating Safe System with Movement and Place for Vulnerable Road Users* (2020),

³ WeRide Australian Cycling Economy Report: The-Australian-Cycling-Economy_October-2021-Updated.pdf (weride.org.au)

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 day⁴. 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 [Draft Active Travel Plan](#) 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 Assembly⁵. This policy framework promises to deliver projects that will fundamentally transform Canberra's active travel environment.

However, while the Draft Active Travel Plan is a good broad document, it has no timelines or commitment to increased funding to make it happen. It remains unclear when key projects and policy reforms will be delivered. 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 stakes. While Canberra has historically been Australia's cycling city, we are at risk of losing this status.

Many trips currently made by car 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 2023-24 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 2023-24 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 (conducted prior to the 2022-23 budget) and social media. This feedback tells us that peoples' priority for active travel funding remains designing, building, upgrading, and maintaining our cycling network to keep it convenient, safe, and secure. Active travellers need investment in active transport infrastructure, and we need it now. We know what is needed and we have the plans: what we need to do is to help make it happen.

⁴ [2020 ACT Transport Strategy](#)

⁵ [Ministerial statement](#)

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 cycling⁶ – i.e. they'd like to take up cycling, but face barriers to doing so. The main barrier these people face is a perceived lack of safety.



This reality has already been recognised by the ACT Government. As the draft Active Travel Plan states, “the most commonly cited reason for not cycling is safety, particularly interacting with busy and fast-moving motor vehicle traffic. We have heard from the community that prioritising off road paths and protected cycleways is important to make people feel safe on a bike.”

It is often women and members of minority groups who do not feel safe riding. Census data from the ACT shows that male cyclists outnumber females by about two to one. Anecdotal evidence from Pedal Power also indicates that recent refugees, migrants, and, increasingly, children, often do not feel comfortable riding on our streets.

Another issue that people also do not feel cycling is convenient. Canberra bike paths often do not take the most direct route and our town centres do not have adequate end-of-trip facilities. As the Draft Active Travel Plan states, “The existing off-road path network is often scenic and circuitous suiting recreational trips, but not offering a direct option for community cyclists.” If cycling is not seen as convenient option, individuals will be more likely to use a car instead.

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 demand⁷ and its use.

⁶ <https://micromobilityreport.com.au/australia/victoria/melbourne/victorians-interested-but-concerned-about-cycling/>

⁷ [Induced demand](#)

Constructing the cycling network

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. It has demonstrated the principle of induced demand: if you make cycling safer and more convenient then more people will ride as an option⁸. When Pedal Power asked Canberrans in early 2022 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 road⁹.

However, while the ACT Government has invested in some nation-leading cycling infrastructure projects in recent years, multiple gaps remain in existing infrastructure. This includes 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, which makes many people on bikes uncomfortable.

The draft Active Travel Plan¹⁰ 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 within the next five years, and build upon this network through invited feedback from the community¹¹ to identify additional missing links. It is feasible and a valid social investment to complete construction of this network within the next five years – i.e. to be completed by the end of the next election cycle in 2028.

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 dangerous 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 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 completed. The ACT Government also has a 'path priority list' for needed repairs and improvements, which shows 569 projects as of May 2022. We need urgent investment to upgrade and maintain our path system to complete these fixes and to achieve this 90 percent goal.

⁸ An example of the public good from an investment to maximise induced demand is described in the next section, The 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.

⁹ <https://www.pedalpower.org.au/wp-content/uploads/2022/03/Quick-poll-results-2.pdf>

¹⁰ [Draft Active travel Plan](#)

¹¹ <https://yoursayconversations.act.gov.au/active-travel-plan/active-travel-plan-interactive-cycling-map>

Recommendations

We call on the Government to:

1. Build a 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.**
2. 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 raised 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 replaced 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.
3. Commit to setting a target that at least 90 per cent of cycle lanes, shared paths, and footpaths be maintained in good condition and invest appropriate amounts of money to achieve this target.
4. Commit to ensuring that safe, segregated, cycling infrastructure is built as part of every new road project or road upgrade.
5. Invest to build a series of bike cages or other secure bike parking facilities and other end-of-trip facilities in each of Canberra's town and groups centres.
6. Agree on a hierarchical network of active travel infrastructure that is supported by a suite of design standards and definitions and adopted by all directorates and the National Capital Authority. Educate planners, engineers, stakeholders (and heaven forbid, politicians) both within and outside the government on the agreed network and standards.

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, 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 30km/h, using physical barriers like planter boxes and filtering measures to prioritise people walking and on bikes, making car use more difficult but still possible¹². 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 30kph¹³. 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 project¹⁴, included painting blue 'child walking' symbols on certain footpaths, as well as listing the distance from the symbol to the nearby school. Some schools had a 30km/h zone around them; 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."¹⁵ While the Active Streets still technically exist¹⁶, they are not sufficiently promoted or supported. Most Canberra suburbs are still designed primarily for cars, with higher-speeds, and poor walking and active travel infrastructure. This has led to some communities acting on their own, with P&Cs creating petitions and campaigns to make their neighbourhoods safer¹⁷.

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 Climate Change Strategy outlined a goal to establish a car free day in the ACT by 2021.

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 streets.

¹² <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

¹³ <https://roadsafety.transport.nsw.gov.au/speeding/>

¹⁴ https://www.transport.act.gov.au/_data/assets/pdf_file/0004/1124851/Active_Streets_Report.pdf

¹⁵ <https://www.hansard.act.gov.au/hansard/9th-assembly/2017/PDF/20170920.pdf>

¹⁶ https://www.transport.act.gov.au/_data/assets/pdf_file/0010/1258768/Active-travel.pdf

¹⁷ <https://mygungahlin.com.au/growing-pains-drive-harrison-residents-to-braking-point/11011/>

Recommendations

We call on the Government to:

1. Reduce speeds to 30 km/h, in line with World Health Organization recommendations, on all sub-urban streets and in town centres, and ensure streets and intersections are redesigned with temporary and then permanent physical barriers 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 Government. 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. Introduce an annual 'car free day' to encourage those who can to give up their cars for a day to experience the numerous benefits of active travel.

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.

Stromlo Forest Park has deteriorated during its 15-year life. It needs significant restoration to its off-road paths and infrastructure to return to its former reputation as the best venue. Alternative locations like Bruce Ridge and Tuggeranong Pines off-road areas are now getting busier as riders move to venues in better condition.

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 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. Invest money in Stromlo Forest Park to rebuild its reputation into being a world-class facility. The Government should:
 - a. Increase the maintenance budget for Stromlo Forest Park by \$300k per year.
 - b. Deliver on the 2020 election promise to build a ‘flow’ style mountain biking trail from Stromlo Forest Park to the Cotter Recreation Area.
 - 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 routes¹⁸ across the city to boost cycling participation rates.

¹⁸ 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.”

- 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 route¹⁹.
3. Invest in a cycling tourism campaign for attracting national and international tourists to Canberra.

¹⁹ 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. 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 transport²⁰.
2. Reform our planning laws to embrace missing middle housing, [as called for by a Coalition of organisations led by Greater Canberra](#).
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)²¹.
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.

²⁰ https://en.wikipedia.org/wiki/15-minute_city

²¹ <https://ptcbr.org/about/transport-objectives/>

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) Cycle path along Lathlain Street linking the north and south of the town centre on the western side of the Westfield
 - b) Improved active travel links to the University of Canberra (UC) precinct. This should be done in conjunction with the UC Master Plan.
 - c) 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.
 - d) 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
- An upgraded path from Bindubi Street, Aranda to Emu Bank via Eastern Valley Way
- An upgraded path from Belconnen Way to the C7, via Haydon and Baldwin Drives.
- More 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.
- 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.
- Improve (widen and priority road crossings) the North of Lake Burley Griffin path from Commonwealth Avenue to Dunrussel Drive.

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

- Construct a Woden to city separated cycleway as part of the light rail project Stage 2.
- Build a 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.
- Construct an underpass at Athllon Drive/Sulwood Drive on the C4 route.
- Construct new crossings and bike parking as part of the design review of Brierly Street in Weston. Expand the scope of the design review to include Trenerry Square.
- Redesign and upgrade the congested Lake Burley Griffin principal bike route from Commonwealth Ave to Dunrossil Drive.
- Realign the C5 in Weston Creek from Streeton Drive to follow the Creek corridor (from Cotter Rd to Mulley St/Streeton Dr).
- 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.
- Heard St Mawson: 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.)
- Install and 'give way' sign on the Athllon Drive shared path.
- Build Secure bike parking in Woden as part of the bus interchange project and at the Coleman 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.
- Sulwood Drive: Construct an off-road path from Athllon Drive to 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
- Drakeford Drive: 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.
- Tuggeranong Creek improvements:
 - From Chisholm Shops to Tuggeranong Town Centre: upgrade to improve curves and sharp turns and connection to Chisholm Shops.
 - Connect Chisholm Shops to Monaro Highway with proposed off road path.
 - Connect Ashley Drive Path with Tuggeranong Creek Path.
- Construct an off-road path as part of upgrades to the Monaro highway, between Isabella Drive and Canberra Avenue

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