



*More Canberrans cycling, more often, for a better community*

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Ms Justinieta Balberona  
Territory and Municipal Services

### **Canberra Avenue Bus Priority Measures and Barton Bus Station Feasibility Study**

Thank you for allowing Pedal Power additional time to comment on this project. As a volunteer organisation with a heavy workload in contributing to multiple projects affecting cycling, we appreciate the extension.

Pedal Power is supportive of measures to increase and improve sustainable transport in Canberra, and we regard improving cycling as an integral component of those measures. Our comments attached are based on information provided on the ACT Government website. They are intended as high level comments, and we would welcome the opportunity to further discuss any matter raised. In addition, as detailed future planning takes place, we request the opportunity to review plans and discuss specific details with engineers and consultants, as we believe this will assist in creating the best possible facilities.

While there are many comments in the submission, we particularly draw to your attention our proposal to fit separated cycle (or 'Copenhagen') lanes on Brisbane and Wentworth Avenues. This proposal is consistent with similar proposals currently being considered in Civic and on Northbourne Avenue.

Thank you again for the opportunity to comment and we look forward to further involvement with the project.

Yours truly,

Jeff Ibbotson,  
Vice President,  
Pedal Power ACT Inc.

**Attached:** Pedal Power Submission to the Canberra Avenue Bus Priority and Barton Bus Station Feasibility Study (3 pages)

## Pedal Power ACT Inc.:

### Submission to the Canberra Avenue Bus Priority and Barton Bus Station Feasibility Study

#### Providing Space for Cycling

We acknowledge that this project is primarily concerned with providing improved bus transportation. However, it is far more cost efficient in the long term to also improve cycling facilities at the same time (particularly as part of the same package of capital works), rather than squander an opportunity which may not come again for many years. At very least this project should not 'design out' or hamper future cycling projects. The most common way this failure occurs is through inadequate space being left in corridors for future fitting of cycling infrastructure. Presently on Northbourne Avenue, future cycling requirements are being considered concurrently with public transport requirements as part of a complete sustainable transport package. This should be standard practice in any such public transport studies. The proposed East Lakes Urban Renewal illustrates the need to consider future cycling requirements in the current study.

#### **Recommendation:**

- *The precise location of cycle facilities should be specified within the current study. They should be installed at the same time as other works if at all possible, but at very least, identified space for them should be specifically reserved in the corridor.*

#### **ACT Government Policies: The Sustainable Transport Plan, the Roads ACT On-Road Cycling Policy and Design Standard 13: Pedestrian and Cycle Facilities**

The ACT Government's *Sustainable Transport Plan for the ACT*<sup>1</sup> acknowledges the hierarchy of users in provision of sustainable transport, in which cycling, as the more sustainable of the two transport modes, should be given higher priority than bus transportation. In a practical sense this means not disadvantaging cycling in intersection priority, not excluding bicycles from any roads, not allocating bicycles lower priority at traffic lights etc. The Roads ACT On-Road Cycling Policy essentially states that cycle lanes will be fitted on arterial roads, where reasonable and practical to do so, on an opportunistic basis whenever other non-cycling works are being carried out<sup>2</sup>. The ACT Government's Design Standard 13: Pedestrian and Cycle Facilities (DS:13)<sup>3</sup> sets out the engineering standards required in designing and building cycle infrastructure.

#### **Recommendation:**

- *At all points in the study and subsequent planning and construction, the higher priority afforded to cycling in the Sustainable Transport Plan should be recognised and cycling not disadvantaged in providing better bus facilities.*
- *Cycle lanes should be fitted whenever possible in accordance with Roads ACT's On-Road Cycling Policy.*
- *Cycle facilities should meet the desirable specifications of Design Standard 13.*

#### **Provision of Cycle Lanes (including Separated Cycle Lanes)**

At present, much of the study route is fitted with cycle lanes in both directions. However significant and dangerous gaps in continuity still exist, reducing the value of the entire cycle route, and every possible opportunity to fill these gaps should be taken as part of the bus priority project. In some locations, particularly on parts of Canberra Avenue west of Monaro Highway, a cycle lane or poor quality shoulder exists but does not meet DS:13 desirable standards. In the case of Brisbane Avenue, no cycling infrastructure currently exists,

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<sup>1</sup> Sustainable Transport Plan for the ACT, pii, ACT Planning and Land Authority, April 2004

[http://www.tams.act.gov.au/pv\\_obj\\_cache/pv\\_obj\\_id\\_E9B56F431933DB6B45FB9C2B8111CA18F2771800/filename/Sustainable\\_Transplan\\_Plan.pdf](http://www.tams.act.gov.au/pv_obj_cache/pv_obj_id_E9B56F431933DB6B45FB9C2B8111CA18F2771800/filename/Sustainable_Transplan_Plan.pdf)

<sup>2</sup> ACT Government On-Road Cycling Policy, accessed from <http://www.tams.act.gov.au/move/cycling/onroadcycling>

<sup>3</sup> On-line at

[http://www.tams.act.gov.au/pv\\_obj\\_cache/pv\\_obj\\_id\\_FA6093DA37C5C9F74B686A510BC535F3F5BE0300/filename/13\\_Pedestrian\\_and\\_Cycle\\_Facilities\\_Edition\\_1\\_Revision\\_1.pdf](http://www.tams.act.gov.au/pv_obj_cache/pv_obj_id_FA6093DA37C5C9F74B686A510BC535F3F5BE0300/filename/13_Pedestrian_and_Cycle_Facilities_Edition_1_Revision_1.pdf)

however cycle facilities on Brisbane Avenue were identified as high priority in the Cardno Eppell Olsen ACT *Cycling and Pedestrian Network: Priority Network for Capital Works* report<sup>4</sup>. This was specifically confirmed as a high ACT Government priority by then responsible minister Andrew Barr in October 2010<sup>5</sup>.

If an existing general traffic lane is to be designated as a 'bus only' lane, then provision of a cycle lane is particularly essential to avoid the situation that existed for many years (only recently and partially resolved) with the Barry Drive bus lane near Clunies Ross Street, where bicycle riders were legally required to ride in dangerous, unprotected space in the centre traffic lane, with cars passing on their right and buses on their left. We are pleased to see cycle lanes in the cross section concept drawings.

Canberra's current 'first generation' cycle lanes have proven to be statistically safe and well used, especially where continuity exists for a worthwhile distance. However throughout the world, including in other Australian cities, 'next generation' separated cycle lanes (sometimes referred to as Copenhagen lanes) are increasingly being fitted instead of the 'first generation' facilities. These cycle lanes are wider and have a median providing separation from the traffic lane, but remain technically and legally part of the roadway. They have been popular and successful where properly implemented, including on busy bus routes, where they run behind the bus stops to avoid any conflict with the bus lane.

Pedal Power favours a staged installation of separated lanes<sup>6</sup> (after cost-benefit consideration of cycling infrastructure options and of the demographics of potential users of separated lanes). On particular routes, their installation is well justified, particularly in the longer term. Pedal Power has so far recommended their introduction on specific roads in Civic (currently under active investigation by TAMS) and on Northbourne Avenue. In the context of this study, the greatest benefit in installing them (as bi-directional pairs) is likely to be in the most densely populated areas such as Kingston, and close to the Barton/Parkes employment and cultural areas; specifically, on Brisbane Avenue and Wentworth Avenue (which also connects into the Lake Burley Griffin Community Path to Russell, Civic and the ANU). The proposed East Lakes Urban Renewal anticipates a population of 9000, ample justification for providing cycling facilities that include separated lanes that will cope with a substantial increase in cycling on Wentworth and Brisbane Avenues.

### **Off Road Paths**

The Canberra Main Route Network plan specifies that bicycle riders should have the choice of a main on-road route or a Community Path. It is unclear to what extent off-road cycling facilities fall within the scope of the study. We have included comments on the basis that a 'whole of corridor' approach is required and that they should be considered.

As a general statement with local exceptions, cycling options off the main roadway are very poor on Brisbane and Wentworth Avenues, and improve (supplemented by service roads in places) heading eastbound on Canberra Avenue adjacent to the eastbound carriageway only, with a continuous and reasonable path available between Whyalla street and the NSW border. Therefore the worst off-road cycling locations are on the same sections of the route (Wentworth and Brisbane Avenues) where we are proposing separated cycle lanes. Given that separated cycle lanes provide comfortable riding conditions for a wide range of users, we believe that this is a good option for Brisbane and Wentworth Avenues, given that a parallel off-road

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<sup>4</sup> <http://www.tams.act.gov.au/move/cycling/trunkcycleandpedestrianinfrastructure>

<sup>5</sup> <http://www.andrewbarr.com.au/story/act-governments-priority-list-cycling-and-pedestrian-infrastructure>

<sup>6</sup>For a more detailed discussion see Pedal Power's recent submission to the Northbourne Avenue Bus Priority, Cycleway Facility and Dickson Bus Station Feasibility Study on the 'Advocacy' section of Pedal Power's website <http://www.pedalpower.org.au/advocacy/news.asp#4082>

community path is planned along the East Basin and Jerrabomberra Creek and will be available for riders who prefer to avoid arterial roads altogether. Until comprehensive installation of separated cycle lanes on Canberra Avenue is possible, the off road paths alongside this road should be audited and improved.

### ***Recommendations (for Both On-road and Off-road Cycling)***

- *Cycle lanes should be fitted at all locations where they are currently missing (or upgraded wherever they exist but are below current DS:13 Standards) whenever any capital works to install bus lanes takes place in the vicinity.*
- *A bus lane should NOT be installed without an adjacent cycle lane.*
- *Planning should identify the greater space requirements of separated 'Copenhagen' style lanes in the study area, and space should be reserved for eventual extension and upgrade to separated lanes as bi-directional pairs.*
- *Separated cycle lanes should be implemented on Wentworth and Brisbane Avenue in particular.*
- *Canberra Avenue is a lower priority for separated cycle lanes, particularly east of Monaro Highway, unless the opportunity arises to construct them economically as part of other work - however the space should be reserved even if it takes many years for construction to occur.*
- *An audit should be made of off-road cycling from Hume place eastward, with gaps in continuity filled and any sections not meeting DS:13 Standards brought up to that standard.*
- *The planned Kingston Foreshores off-road path should have a connection to Wentworth Avenue in the general vicinity of Cunningham St as soon as possible, as is recommended in the Eppell Olsen report, to improve cycling conditions through this area.*

### ***Hume Place Roundabout***

Large multi-lane roundabouts are particularly difficult and dangerous for bicycle riders to negotiate. In the context of this study, provision of cycling amenity in the eastbound direction is fairly simple given that with relatively uncomplicated capital works, riders can travel from Wentworth Avenue to Canberra Avenue without crossing motor vehicle traffic. Westbound, the situation is far more difficult. Assuming that major capital works are not contemplated that could incorporate a cycling solution, an alternative is to designate and sign McMillan and Burke Crescents as quiet street routes so that riders can avoid the roundabout (this option is already in use but requires 'local knowledge').

### ***Recommendation***

- *Designate and sign McMillan and Burke Crescents as quiet street cycle routes connecting Canberra Avenue westbound with Wentworth Avenue westbound.*

### ***Design of Barton Bus Station***

Modern bus station design recognises two things- firstly that transport using a combination of bus and bicycle will be increasingly common in future, and secondly that bus stations by their nature tend to be placed in precisely the locations that people need to ride bicycles through, even if they are not catching a bus (City Interchange is a good example).

### ***Recommendations:***

- *Barton Bus Station should be designed from the outset to safely and efficiently facilitate the movement of bicycle riders who are using buses as part of multimodal transport. A fully secured bicycle cage should be considered, and if not fitted, then the design should allow for future fitting of one.*
- *It should also be designed so that cycle traffic can easily pass through the area, even if that traffic is not bus travel related, without hindering bicycle riders*
- *In accordance with Sustainable Transport Plan considerations mentioned above, cycling in the vicinity should not be prohibited.*

**End of Submission**