

# Active Travel Plan

Consultation draft

More Canberrans walking and riding more often



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# Acknowledgement of Country

The ACT Government acknowledges the Australian Aboriginal and Torres Strait Islander peoples of this nation. We acknowledge and pay our respects to Elders, past and present of the Ngunnawal people as the Traditional Custodians of the lands on which we live and where we conduct our business. We recognise the significant contribution of the Ngunnawal people and neighbouring Nations – the Ngambri, Ngarigo, Wolgalu, Gundungurra, Yuin and Wiradjuri – to the Canberra region. For thousands of years these Nations have maintained a tangible and intangible cultural, social, environmental, spiritual and economic connection to these lands and waters. We also recognise that Aboriginal and Torres Strait Islander people have been nurturing and teaching children on this land for thousands of years.



# Minister's foreword

## More active travel will enhance our quality of life in Canberra

Walking, cycling and other forms of active travel are at the centre of the ACT Government's plans to make Canberra an even more liveable and sustainable city.

Active travel includes walking, cycling, scooting, skateboarding and other types of micromobility. This mode of travel is an important part of enhancing our quality of life and moving away from our city's past character as a car dependent city.

Active travel is particularly important because our city, and how we move around it, is changing.

Recent climate events have heightened the need for resilience and sustainability in our transport system. Supporting and promoting active travel will support a shift to more sustainable forms of transport helping us to cut transport emissions and make progress towards a zero emission future.

We have a growing population with more people commuting around the city to get to work, school and services. The ACT Planning Strategy sets out our city's future as a more compact and efficient city. Active travel can help move larger numbers of people more efficiently, helping to reduce traffic gridlock. A city built for active travel will support the vibrancy of our streets and neighbourhoods by making them better places for people.

The COVID-19 pandemic has also accelerated changes in how we work and study. We have seen fuel prices increase significantly due to the war in the Ukraine presenting an opportunity to enhance low cost forms of transport. Emerging technology provides both new travel options and policy challenges.

We recognise that in the midst of this change, there is an important opportunity to support new transport habits that will last into the future, are good for our health and will strengthen community wellbeing.

To improve quality of life in Canberra we propose the vision of more Canberrans walking and cycling more often.

To do this the draft Active Travel Plan proposes to create active streets that are safe, accessible and walkable – designed for people and bikes, not cars.

I look forward to hearing your feedback on the draft plan.

**Chris Steel MLA**

Minister for Transport and City Services



## The vision: More Canberrans walking and cycling more often to improve quality of life

Our vision is to enable more people to take up active travel. That means making it safer, accessible, more convenient and more pleasant to choose walking, cycling and other types of active travel – whether for commuting, recreation or social activities.

Walking and riding are very popular forms of recreation and great ways to keep fit, explore Canberra and socialise. Many people enjoy walking or riding to get around their suburbs in their leisure time, to visit their local shops, cafes and services. Some Canberrans also walk or ride on a daily basis to work or to attend school and university. Sometimes people use active travel on its own, and sometimes they use it for part of a journey which also includes public transport or private vehicles.

Canberrans can be proud of our...

- high rates of cycling – 23 per cent of Canberrans ride a bike during a typical week, much higher than the national average of 18 per cent
- high rate of active travel for social and recreational trips – over one-quarter of all social and recreational trips in the ACT and Queanbeyan are made by walking and cycling
- active travel infrastructure embedded into our city's development – as Canberra has grown we have delivered footpath and cycle paths that today total over 1,000 kilometres of shared paths and 2,500 kilometres of footpaths.

# Why active travel?

## Our city is growing

There are some historical challenges to walking and cycling in Canberra. Our city's original planning has delivered many benefits, including plenty of large open spaces to walk and ride for recreation. But it has also led to a low-density, spread-out city, with street layouts that aren't always ideal for active travel or public transport. This has led to many people being reliant on the private motor vehicle, even for short trips.

Canberrans drive more car kilometres per person than residents in any other Australian city. Because of population growth, Infrastructure Australia forecasts that by the 2030s the ACT and Queanbeyan will generate almost one third more trips a day than are taken now. If these new trips are mostly taken by car, our transport network will become more congested. This will lead to traffic gridlock and a loss of the great quality of life Canberra is known for. In economic terms, the daily cost of road congestion is forecast to increase from \$800,000 in 2016 to \$1.5 million in 2031.

Planning for a compact and efficient city which enables more people to choose active travel – together with public transport – will help avoid these congestion challenges as our city grows.

## Tackling climate change is urgent and essential

The ACT Government is working to achieve net zero emissions by 2045, as part of our strong local action on climate change. The ACT Climate Change Strategy places a strong focus on reducing emissions from the transport sector, which accounts for over 60 per cent of ACT emissions. While low and zero emission vehicles will help lower this figure, the transformation of Canberra's vehicle fleet will take many years to achieve. This means that mode shift to walking, cycling and public transport is needed to keep us on track towards zero emissions today.

While walking and cycling accounted for almost 20 per cent of all trips in the ACT in 2017, the ACT Climate Strategy estimates that an additional 40–45 per cent of car journeys would need to shift to active travel and public transport by 2045 to

achieve net zero emissions. Seeing more people choose walking or cycling for work and school trips will make the biggest difference, as relatively few of these trips are taken by active travel today.

## We want to keep Canberra inclusive and accessible

We want all Canberrans to have a high quality of life, opportunity and fair access to life's essentials. In the past, transport policy and investment decisions have sometimes favoured transport modes like driving over affordable and inclusive modes such as walking and cycling or have assumed a single set of needs regardless of the barriers faced by some people. We want to ensure that all Canberrans – including those without a private vehicle – have transport options that are accessible, sustainable and don't impose big cost of living impacts like those seen recently with rising fuel prices.

## The health and liveability of our city depends on active travel

Every journey Canberrans take on foot, by bike, skateboard or scooter helps make our city cleaner, healthier and less congested. Pedestrians and cyclists take up less space than cars. Everybody walks somewhere, even if it is from the car park and walking is one of the most popular forms of physical activity. Cycling and other forms of micromobility can move people quickly and efficiently around our local communities and across our city. Walking and cycling are great for our health and can give us an immediate mental boost. Walking for an average of 30 minutes a day can lower the risk of heart disease, stroke, and diabetes by 30 to 40 per cent. So we want to provide the opportunity for more people to choose these transport options, more often. If active travel becomes a bigger part of the transport mix for a range of individuals, collectively this will make a huge difference to Canberra.

As noted in *Healthy Canberra: ACT Preventative Health Plan 2020–25*, people in the ACT are not moving enough, and it is impacting our health. Active living, whether at home, at work, during leisure time or getting to and from places, promotes a range of health benefits, prevents chronic disease, and helps to maintain healthy weight. Modern lifestyles, increased use of technology and screen time, and a heavy reliance on cars all contribute to less active lifestyles.

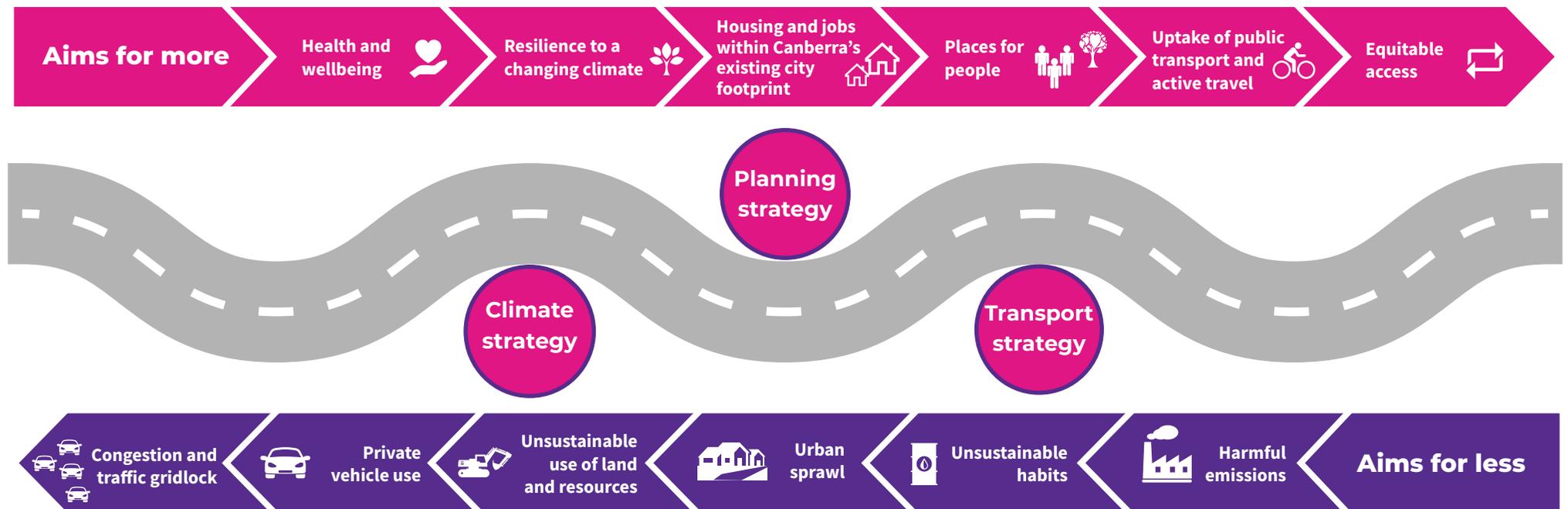
Active living is about taking opportunities to integrate physical activity into daily life so that people move more throughout their day. Small increases in physical activity can have long term benefits for health and wellbeing. To enable more active living, neighbourhood environments need to be activity-friendly for the entire family and for people of all ages and abilities. It is important that Canberra’s urban design allows people to easily and safely walk around their local community and encourages physical activity and active recreation.

Physical activity can be built into daily routines through choosing active forms of transport. This includes walking or riding a bike to school or work or using public transport. People also need the skills, confidence and knowledge to help them be active every day. This learning begins in childhood and is supported by the family environment.

## Active travel supports the kind of Canberra we want to be

Three key ACT Government strategies outline our plans and priorities for achieving a compact, efficient and sustainable city. Delivering on our vision for active travel will help us to make progress in all of these important areas. In turn, this will also support the wellbeing of Canberrans under the ACT’s Wellbeing Framework, particularly in the domains of Safety, Health, Time, and Access and connectivity.

**Graphic: Objectives of the Climate, Planning and Transport Strategies**



# Measuring success

We want to see progressively more Canberrans walking, cycling and using micromobility over time. We will keep track of progress towards this aim in a range of different ways.

The primary measure of success is mode share. Mode share compares the use of different types of travel within a network. Over time, we seek to grow mode share above and beyond its baseline in the 2017 Household Travel Survey.

**Table: Measures of success**

Measure	Baseline	When measured
Travel to work	5% bike, 3% walk	5-year intervals (2017 HHTS)
Travel to school	31% bike, walk, public transport combined	5-year intervals (2017 HHTS)
Gender balance for cycling trips	28% of journeys to work by bike taken by women	5-year intervals (2016 Census)
Use of micromobility (shared e-scooters)	1,073,000 trips 2.5 trips per capita	Annually (2021)
Satisfaction with maintenance of Canberra's active travel infrastructure	88%	Annually (2021)

## Household Travel Survey

The ACT Government's Household Travel Survey collects information on the day-to-day travel and activities of people living in various parts of the ACT and Queanbeyan areas; how, where, why and when they travel.

The survey results provide a reliable picture of travel patterns occurring in different areas. This information is used to make planning decisions about active travel, roads, public transport and other facilities in and around the local community. The ACT Government will periodically undertake Household Travel Surveys every five years to measure mode share and the success of this Active Travel Plan. The next Survey will occur in late 2022, which will collect the next set of data against the 2017 baseline.

While mode share will remain the key measure of success, other data sources are useful to inform decision making regarding active travel investment. Data of active travel users has been collected using a 'Bike Barometer' installed on the Sullivan's Creek cycle route providing the community and government with valuable information about ridership numbers. Micromobility providers also share anonymised trip data which shows popular routes and where people are travelling.

**Key action:** Installing automated counters to track ridership on key points in the active travel network.



# Our priorities for active travel

This Plan outlines ACT Government priorities for strengthening active travel and improving quality of life. Projects included throughout demonstrate what these priorities mean in practice. New projects and initiatives will progressively be delivered in coming years.

**Priority 1: Safe infrastructure for walking and cycling**

**Priority 2: A better connected and maintained walking and cycling network**

**Priority 3: Supporting new types of active travel**

**Priority 4: Making active travel and bicycle parking easy**

**Priority 5: Supporting behaviour change and working with communities**

# Priority 1: Safe infrastructure for walking and cycling



The first priority of this plan is to deliver a safe and attractive built environment for walking, cycling and other forms of active travel. 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. The same principles apply to people walking on our city's streets.

## An active city by design

To build a more people-friendly city and enhance quality of life, we will design new and upgraded streets and neighbourhoods to create a safer and more attractive environment for active travel.

Canberra's neighbourhoods were built based on now outdated standards and a safety approach that does not promote safe walking and cycling. For example wide road widths (even on slow suburban streets) indicate high-speed environments for motor vehicles rather than shared use of the road by people. The road network has also not always provided safe or prioritised crossing points or the inclusion of wide verges, or safe separated lanes for pedestrians and cyclists.

The ACT's adopted transport and planning approach called 'Movement and Place' will promote active travel in key areas of the city based on the function of a street. Movement and Place recognises that some streets are more than just corridors for the movement of goods and people. They are valuable public spaces for communities to connect and spend time in as well as move through. Because of this, they should be designed as attractive, safe and accessible shared spaces.

**Graphic: Movement and Place matrix**



As we build a better environment for walking, cycling and other forms of active travel, it is important that new and upgraded infrastructure reflects current best practice not outdated or minimum standards. This means applying the Safe Systems approach to streets so that we make the environment safer for all road users – particularly those walking and cycling. We will also consider how path and street environments can be made more accessible for children, older Canberrans and others with reduced mobility. We want to address the growing popularity of active travel modes like scooters and skateboards to ensure that infrastructure supports their safe use.

### ***Upgrading infrastructure to support walking and cycling – Raising***

***London Circuit*** – The ACT Government is transforming an inaccessible ‘clover leaf’ grade-separated road interchange into a more people-friendly precinct with homes, shops and offices in the heart of the City. Walking, cycling and other forms of active travel are central to the design of this major project, with a 6-metre high wall being removed to enable people to walk and cycle between the city and the lake.

As our city grows, the design of Canberra’s new and redeveloped estates will make walking, cycling and other forms of active travel an easy choice.

Existing neighbourhoods will accommodate more people as the city densifies, including through mixed use development. A focus on infill will improve walkability to services and improve uptake of existing and upgraded active travel infrastructure to access services closer to home. Existing streets will be retrofitted with improved walking and cycling infrastructure to accommodate more people. Improved transport permeability between streets will be encouraged by the planning system, with ‘superblocks’ and contiguous facades discouraged to make walking and cycling through the built environment more appealing. This will be enhanced further with living infrastructure requirements for trees and canopy cover now in place.

New estates will be designed with convenient public transport connections, clear off-road cycling routes and street layouts that make neighbourhoods walkable. People often develop new travel patterns when they move to a new home and those travel patterns tend to stick over time. That is why providing quality public transport, cycling and walking infrastructure upfront is critical to the success of new suburbs and preventing congestion on surrounding roads.

### ***Planning a new estate for active travel from the beginning – Ginninderry***

– the new Belconnen suburb has built in walkable distances to services, protected bike lanes, priority crossings for people walking and cycling and lower speeds from the start. Our approach will be based on ‘Movement and Place’ concept placing higher priority given to walking and riding as well as other activities.

## **Active streets by design**

The ACT Government will implement a new approach to the design of Canberra’s streets to promote active travel. A Design Guide is being developed to support the Active Travel Plan by setting out best practice guidance on the design of safe and people-friendly streets that will support walking and cycling in key parts of our city.

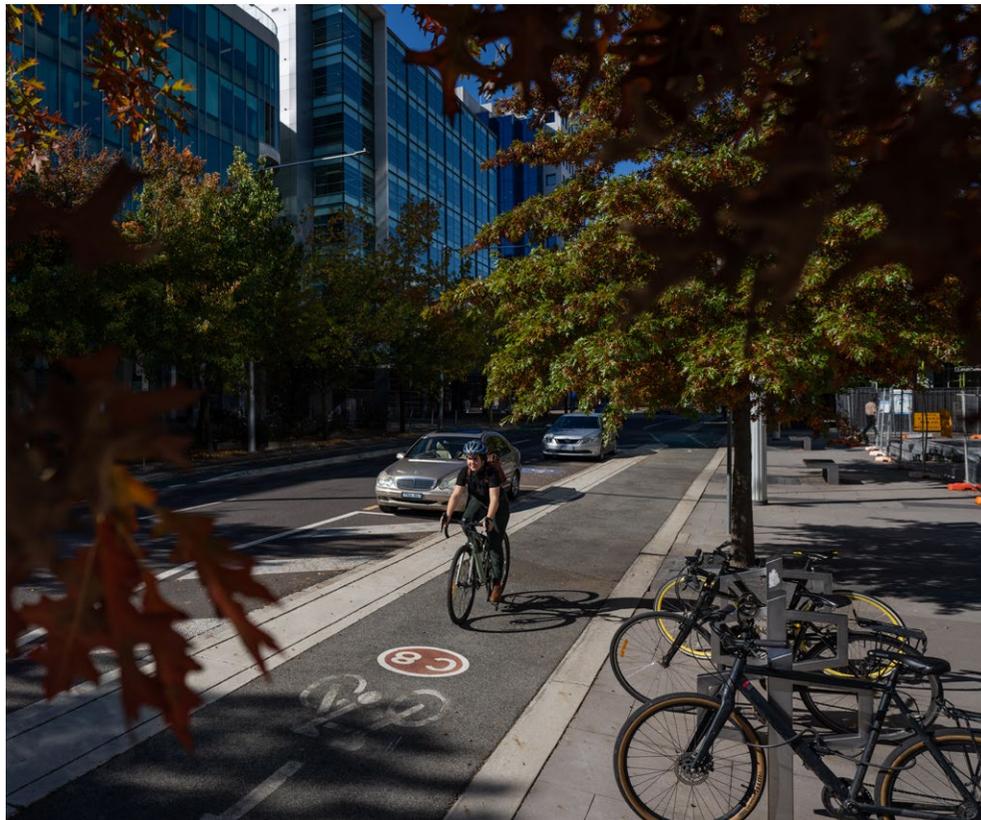
This will be embedded in the ACT Infrastructure Standards which will be revised based on this guidance to make Canberra streets and intersections safer for people who aren’t travelling by car and make key streets more vibrant. In some cases, this approach applies the right infrastructure standards in a way that is compliant with Safe Systems. In other cases, applying Safe Systems principles will challenge or



**Proposed design for Light Rail – Stage 2A**

exceed current infrastructure standards. To make our streets more adaptable, the Design Guide will also include guidance on 'quick-build' treatments that test design solutions in a flexible, responsive and cost-effective way.

**Key action:** Develop and implement new best practice intersection and midblock design guidelines on all upgraded streets based on their 'movement and place value', to improve safety and priority for pedestrians and cyclists. The Municipal Infrastructure Standards will be updated based on the adoption of these new guidelines.



The **Design Guide** being developed will include recommendations for protected intersections that improve safety by separating the movements of different modes like walking, cycling and driving, slowing turning vehicles. This will make the movements of people walking and cycling more visible to drivers.

**Image: Example of a protected intersection under the new Design Guide.**

Source: Auckland Transport

Adequate separation of pedestrians and cyclists from motor vehicle traffic is key to improving the sense of safety and encouraging more people to take up active travel. Off-road paths provide this separation and safety, however Canberra's off-road shared path network is incomplete and indirect. On-road paths are more direct but do not have protection from motor vehicles and are generally only used by a small proportion of cyclists. They also cannot be used by those riding a scooter, skateboard or mobility device for safety reasons.

To address this recent and future infrastructure upgrades have employed permanent protected active travel paths through kerb separation or use of concrete blocks as barriers between cyclists and cars.

To improve access to protected active travel infrastructure more quickly and affordably, the Government will deploy ‘quick-build’ treatments that test design solutions that are flexible, responsive and cost-effective, ahead of permanent infrastructure being installed. This includes the use of divider barriers and flexible posts in a mix of road environments – including formalising existing on-road cycle lanes. The ACT will demonstrate ‘quick build’ solutions on several priority Canberra streets identified under the Canberra Active Travel Network Plan.

**Key action:** Progressively converting on-road cycle lanes on priority routes to safe separated cycleways including both permanent infrastructure and use of ‘quick build’ infrastructure.

**Image: Quick-build separated cycle path**



Source: Transport for NSW

To ensure our infrastructure supports active travel, we will also:

- progressively upgrade busy shared paths to separate walking and cycling modes and improve capacity on high volume community paths;
- progressively remove all S-bend and banana rails on paths – replacing these with bollards that meet current standards, where necessary;
- advocate for the Federal Government to fund cycling safety upgrades in the National Road Transport Framework and other programs;
- consider all cycle network users, including those on cargo bikes, e-bikes and mobility scooters, in the design of infrastructure.

## Safe speeds and protecting vulnerable road users

Where people and motor vehicles mix, safe speeds save lives and protect all who use them. Safe speeds are particularly important for those who don’t have the protection of a vehicle around them, like people walking, cycling or scooting. Streets designed for safe and appropriate speeds prevent road traffic deaths and promote physical activity because when streets are safe, people walk and cycle more.

The ACT Government is committed to Vision Zero – zero deaths and zero serious injuries on our roads and paths. Vulnerable road users are those who have little or no protection in the event of a collision. This includes people walking, cycling and using other forms of active travel. It also extends to other road users such as people riding motorcycles, older drivers and children.

The consequences of a crash rise sharply at higher speeds. The likelihood of a pedestrian surviving a crash is more than 70 per cent if struck by a vehicle travelling at 40 km/h, compared with under 20 per cent at 50 km/h.

We will improve safety and access throughout Canberra by reducing through-traffic and speed on local streets. This will include trialling chicanes and the 'Adelaide model' of partial street closures as traffic calming measures. We will also consult with the community on changing the speed limit of suburban local streets from 50km/h to 40km/h as part of the next Road Safety Action Plan which will be developed during 2023.

The ACT Government continues to strengthen dangerous driving laws which protect vulnerable road users. Legislation, however, is not enough to promote safety. Community education together with continued enforcement of laws is required to support safe behaviours. The Government is reviewing speed cameras in the ACT which will provide recommendations on further actions to improve road safety.

**Key action:** Conducting regular community education campaigns focused on the safety of vulnerable road users.

In 2022 this will start with the 'Share the road' campaign promoting safety for vulnerable road users and educating the community about compliance with road rules, targeting high risk behaviours.



# Priority 2: A better connected and maintained path network



To encourage more Canberrans to walk and cycle, we will progressively build out our city’s path network so that it is better connected and well maintained.

Filling missing links in the cycle and community path network will open up cycling and walking as a choice to more destinations for Canberrans for the daily commute to work or school, trips to the local shops and social activities. It is also important that existing infrastructure is well maintained to support the safety and accessibility of walking and cycling.

## A network for walking

### Making Canberra a walkable city

Walking is the easiest and most accessible form of active travel for many Canberrans. Walking is a mode of transport on its own. Walking can also form part of longer trips together with micromobility, public transport or private cars. No matter where people are walking to and from, we want to make it accessible, easy, safe and comfortable.

Prioritising areas for walking when designing new and upgraded public spaces delivers many benefits. When it is attractive enough to become the default option for short trips, people will realise the health benefits from regular short walks (as little as three 10-minute walks a week). Communities will be more vibrant and connected when people see each other and children can play safely in the street. When people value walking, they are more likely to connect with public transport. Planning for walking can make roads and precincts safer by reducing traffic, lowering speed limits in targeted areas and designing streets and paths with the needs of all users in mind. Features like seating, landscaping, shade and public art can also encourage people to stop, meet, linger and connect.

### Graphic: Priority walking areas

<b>Central walking areas</b>	Central walking areas are the busiest areas for walking, typically within the City, town centres and the central basin of Lake Burley Griffin.
<b>Primary walking areas</b>	Primary walking areas enable priority for people walking within a 400 metre radius of major destinations – including light rail stops and bus interchanges, schools, child care, shops, hospitals and tourist precincts.
<b>Secondary walking areas</b>	Secondary walking areas enable a safe and comfortable walking environment within a 20-minute catchment of where people live. These areas cover all key walking routes in residential areas, typically all of the local and collector streets within the boundaries of a residential suburb.

Good design for walking also needs to consider everyone’s needs, particularly children and older Canberrans, to ensure we all have a chance to walk as part of our journeys. In addition to the other priority areas for action we will achieve this by:

- continuing to deliver the Age Friendly Suburbs program to address footpath quality and address gaps or missing links;
- progressively upgrading footpaths and bus stops to meet current accessibility standards;
- continuing to build priority community path links identified by the community, prioritised by the investment criteria prioritising walking around schools, shops and public transport;
- investing in making walking more comfortable by responding to community requests for seating and shade;
- incorporate universal design principles in design guidance and infrastructure standards to ensure equity of access to public spaces.

**Key action:** Using condition data to inform a new strategic asset renewal program of our community path network including shared paths and cycle paths.

## Priority walking areas map

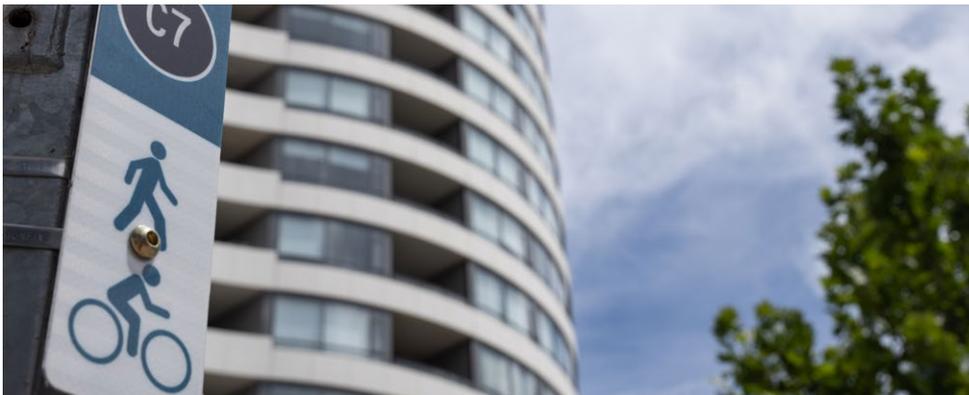
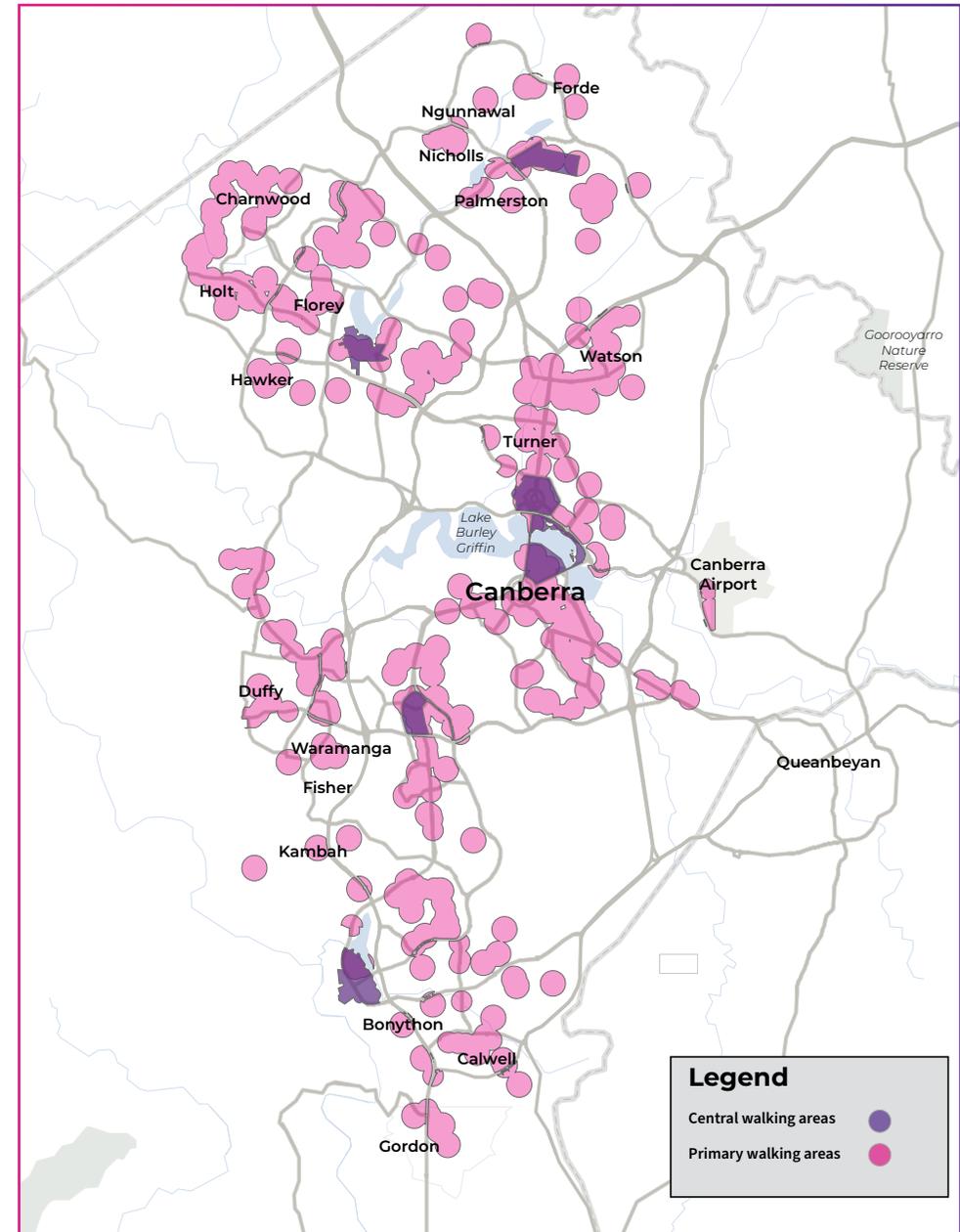
The priority walking areas map includes:

- Central walking areas where we would anticipate higher numbers of people to be walking and provide a higher level of urban design
- Primary Walking Areas where we would prioritise walking access to shops, schools, Rapid bus and light rail stops

We are seeking your feedback on the proposed central and primary walking areas, places you do or would want to walk or improvements you would like to see

You can leave your feedback on the proposed priority walking areas by dropping a pin or adding a comment on the [interactive version of the map](#). Future priority walking areas will be determined and improvements prioritised using community feedback and infrastructure investment criteria (see page 19).

## Proposed priority walking areas



## A network for a cycle friendly city

Canberra has an extensive network of paths, but there are key missing links between existing routes and the destinations where people want to go. The existing off-road path network is often scenic and circuitous suiting recreational trips, but not offering a direct option for commuting cyclists. Providing separation from traffic by building more off-road paths and protected on-road cycle lanes will help people feel safe and will encourage more Canberrans to ride – whether that’s a bike, a scooter, a skateboard or new micromobility options.

## Improving Canberra’s path network

This Plan sets out proposed movement hierarchies for walking, cycling and other forms of active travel based on Movement and Place principles.

The Plan proposes:

- a cycling network of linear routes connecting the City, Parliamentary Zone, town centres, schools and major destinations
- a hierarchy of walking catchment areas around the City, town centres, schools and public transport
- a staged expansion of micromobility operating areas.

### Graphic: Cycling network hierarchy

<b>Principal cycle routes</b>	Connect each district of the ACT with the City, town centres, Queanbeyan and other major destinations.
<b>Main cycle routes</b>	Connect with Group Centres and major destinations.
<b>Local cycle routes</b>	Connect to schools and local shops.

## CBR cycle routes – principal cycle network

The backbone of the cycling network is formed by CBR cycle routes. These are designated in the movement hierarchy as principal cycle routes. Principal routes are labelled as CBR Cycle Routes C1 to C11, providing connections to the eight districts of Canberra, Queanbeyan, universities, employment areas and Canberra Airport.

Supporting the CBR Cycle Tourism Strategy, principal cycle routes have a higher standard of wayfinding. This includes CBR cycle route signage, pavement markings and network maps, making them easy for visitors to use and enjoy for recreation and sightseeing.

Proposed principal routes have been aligned to be direct, use existing shared paths where possible, and follow current travel patterns where data shows people choose to ride. Each principal cycle route is also centrally located within Canberra’s districts to maximise their catchment and provide a trunk route for feeder main and local routes. Each principal route extends to a Group Centre or recreational trailhead near the periphery of the urban area to connect with more destinations and with nature.

**CBR cycle routes network signage:** The ACT Government has installed signs and pavement markings to make current CBR cycle routes easier to follow. The signage improvements are accompanied by free online and printed maps as well as trailhead maps installed at five locations to help people navigate the network.

## CBR cycle routes network map

The cycle network map includes:

- current principal and main cycle routes;
- future routes already included in our pipeline of active travel projects;
- potential future priority routes to include in the project pipeline.

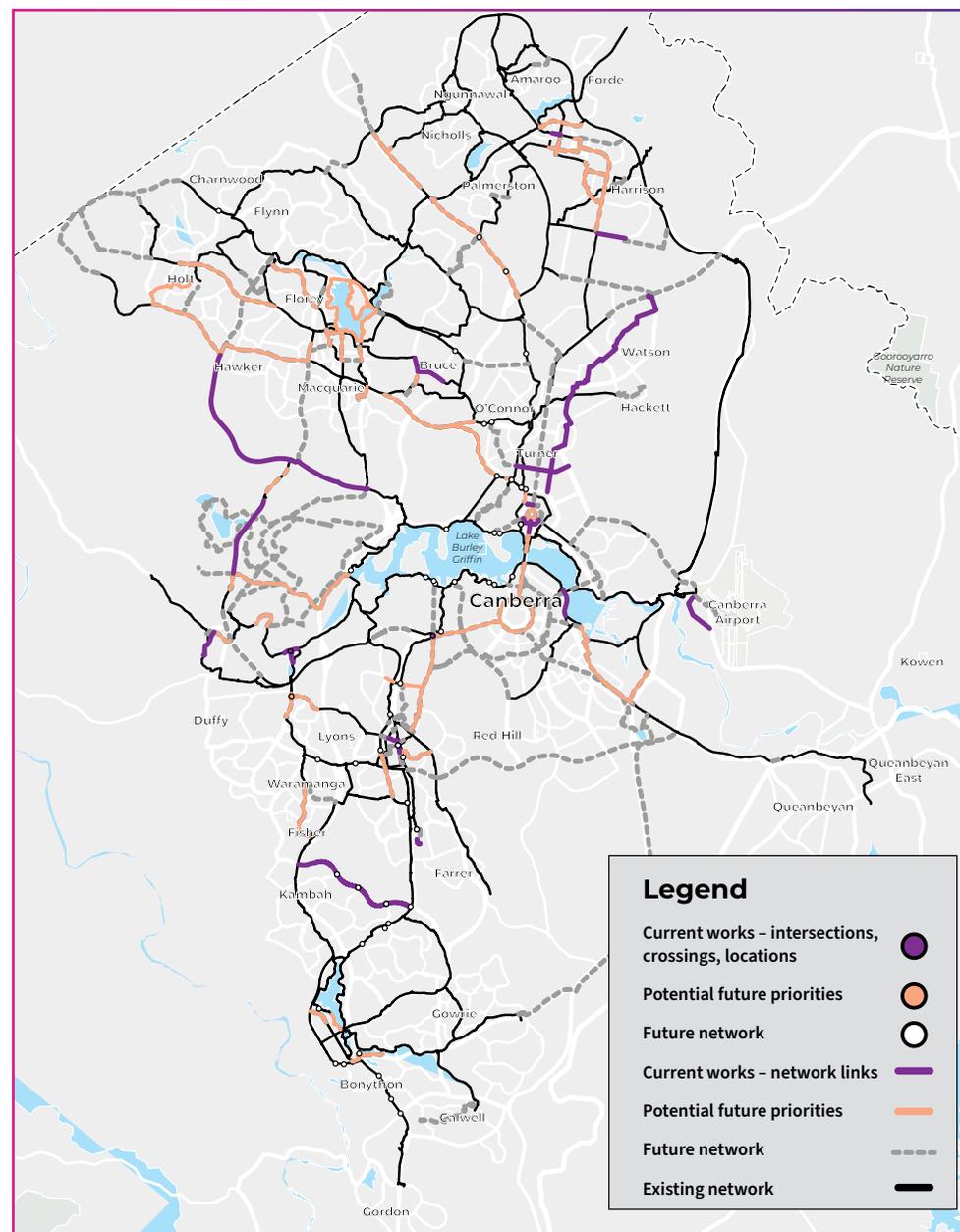
You can leave your feedback on the proposed cycling routes by dropping a pin or adding a comment on the [interactive version of the map](#). Future cycling routes will be determined and improvements prioritised using community feedback and infrastructure investment criteria (see page 23).

**Key action:** Progressively building the identified priority missing links using protected cycleways or off-road shared or cycle path infrastructure.

As we continue to expand Canberra's cycling network we will:

- investigate and respond to the community's suggestions and comments about the network, to improve safety, access and comfort;
- continue to add wayfinding signs and marking to the cycle network and update existing signs so they are current with the CBR cycle routes network map;
- continue to distribute information about our cycle network, including maps and trip planning tools;
- work with other ACT Government agencies, the Commonwealth Government and private developers to deliver safe, connected and comprehensive bicycle infrastructure for new developments and precincts, such as the Canberra Hospital precinct and greenfield sites like the CSIRO Belconnen development;
- work with Queanbeyan Palerang Regional Council (QPRC), Snowy Monaro Regional Council and Yass Shire Council on improving active travel connections to and from the ACT.

## Proposed cycling network

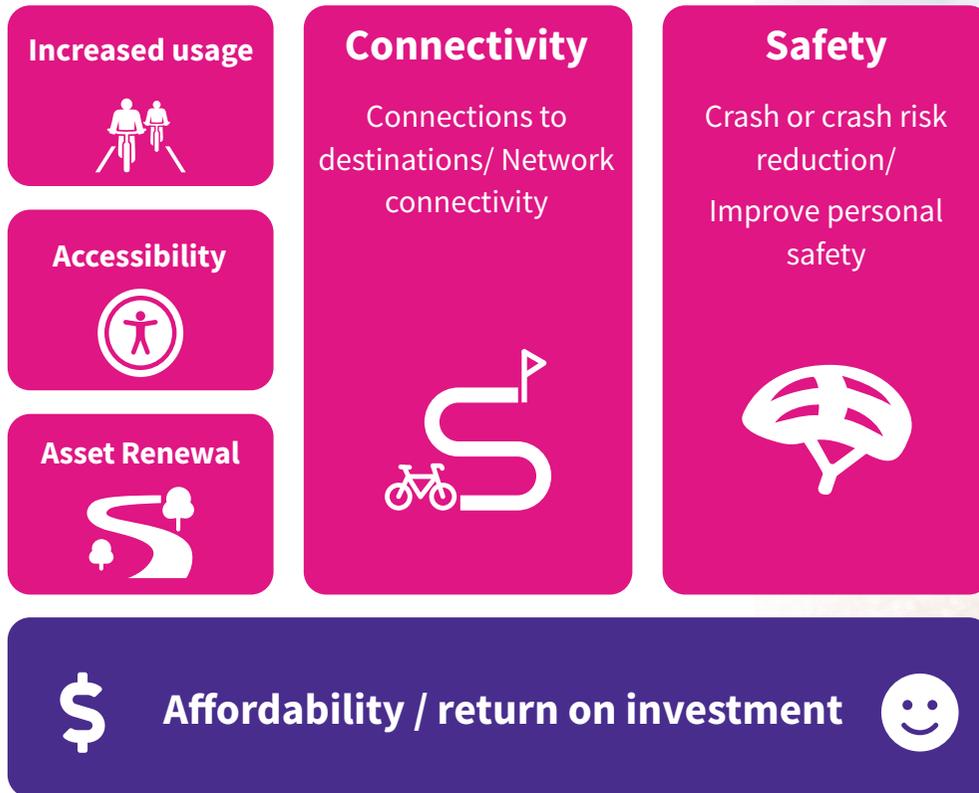


## How do we decide when to invest in new infrastructure?

In addition to feedback from the community, the following criteria are proposed to prioritise infrastructure initiatives when we consider upgrades to Canberra's cycling and walking networks to ensure that our investment is meeting community needs and achieving value for money.

A range of investment keeps the infrastructure that people use for walking, cycling and scooting in good condition, fixes missing links, improves safety and provides connections to schools, shops and public transport.

### Graphic: Infrastructure investment criteria



**Table: Types of active travel investment**

Investment type	Purpose	Example projects	Key criteria
<b>Strategic network improvements</b>	New and upgraded principal and main cycle routes, central and primary walking areas	Individual capital projects e.g. Garden City cycle route	Increased usage Crash reduction Connections to destinations
<b>Community paths</b>	More convenient access within primary and secondary walking areas as well as local cycle routes	Community path priority program	Connections to destinations Increased usage Crash reduction
<b>Schools</b>	Improve safety for and increase the number of students walking, riding and rolling to school	Active Streets for Schools: raised pedestrian crossings near Gold Creek and Taylor Primary Schools	Connections to destinations Increased usage Crash reduction
<b>Accessibility-focused</b>	Make it easier for people with mobility needs to walk and roll, with a focus on access to public transport	Age Friendly Suburbs – consulting with the community on improvements in Reid, Chifley, Scullin and O’Connor Disability compliant upgrades	Accessibility Connections to destinations Crash reduction
<b>Renewal and replacement</b>	Sustaining paths in good condition	Annual path replacement program	Asset condition Accessibility Connections to destinations
<b>Road safety</b>	Protection of vulnerable road users	Protected bike lanes on multi-lane roads Cotter-Uriarra loop safety improvements	Crash reduction

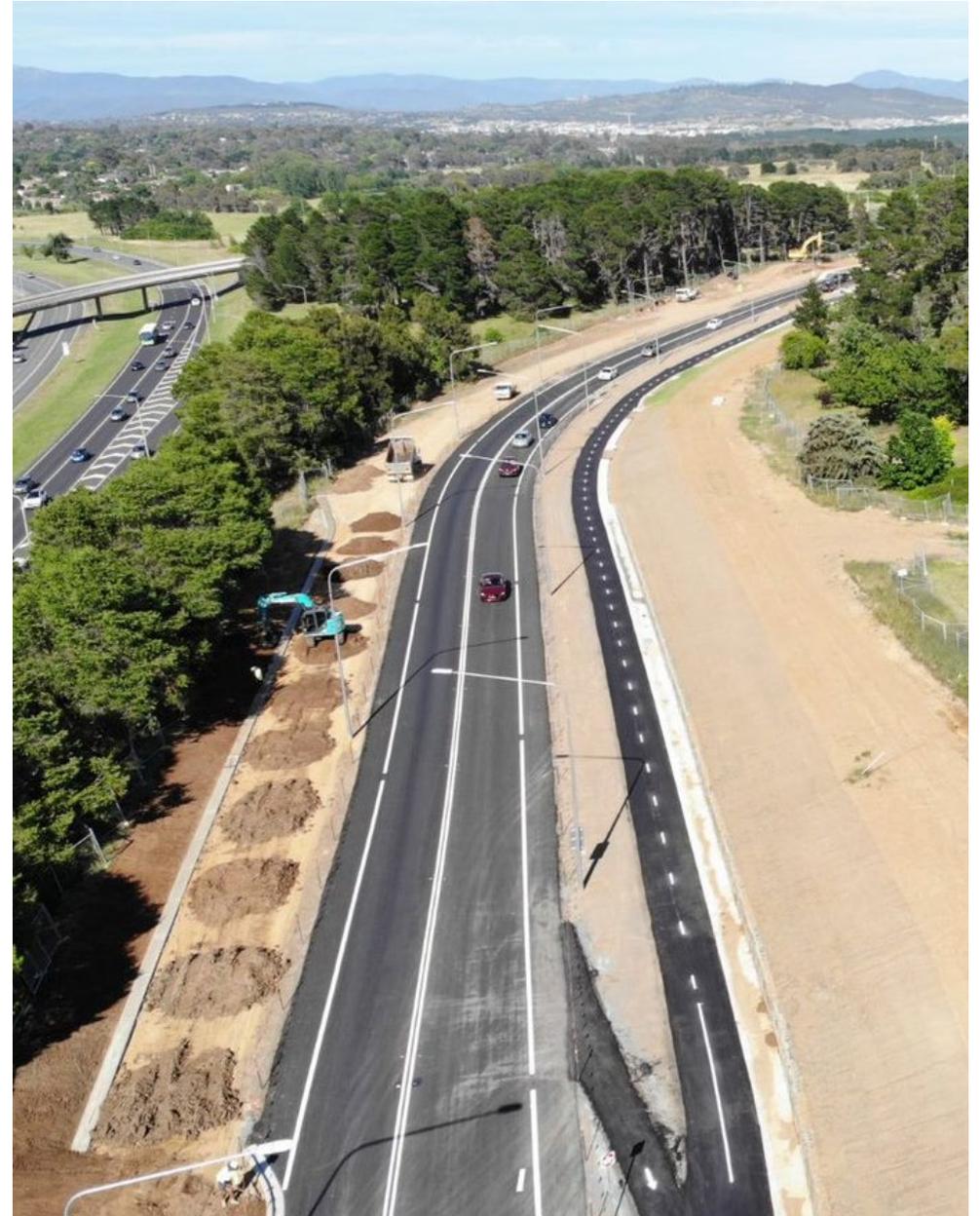
## Strategic transport corridors

We are investing in strategic transport corridors that cater for all types of transport. We no longer just build roads; instead we deliver multimodal corridors that improve the road, public transport, walking and cycling networks. When they are built or upgraded, we ensure these corridors include the infrastructure for active travel and public transport at the same time. By providing a range of attractive travel options, we can support people in making the travel choices that make sense for their needs. This approach can also help to deliver additional capacity to growth areas of Canberra without people needing to be entirely reliant on private cars. Over time, this approach will ensure that all Canberra's major transport corridors support a range of transport modes.

***The new Molonglo River Bridge*** on John Gorton Drive will connect the suburbs of the Molonglo Valley to the Belconnen Town Centre and the City. The bridge includes two kilometres of off-road shared path, as well as on-road cycle lanes and an underpass for people walking and cycling. This is an example of how we are ensuring all new or upgraded strategic transport corridors include protected infrastructure for active travel.



Artist impression of the Molonglo River Bridge, John Gorton Drive.



Off road shared path, Dudley Street, Yarralumla

# Priority 3: Supporting new and emerging types of active travel



Active travel has traditionally included walking and cycling. However, emerging technologies and a push to electrify mobility are creating new ways to move around our city. This presents an opportunity to grow more sustainable forms of travel. Canberrans already use a variety of forms of travel including those that:

- require less effort for longer distances – like e-bikes;
- are a source of fun – like e-scooters, skateboards and rollerblades;
- allow them to carry things and people – like cargo bikes, bike trailers, trolleys;
- give them freedom to move – like mobility devices, wheelchairs and walking aids.

We want to promote a diverse active travel culture and ecosystem in Canberra so that people can choose what works for them, when and where they want to travel. We acknowledge that for some people technology presents an opportunity to access active modes that was not available to them before, particularly those with disability, or chronic health issues.

## Seizing the opportunities of new active travel technology

Canberrans are early adopters of emerging transport trends. The ACT was the first jurisdiction in Australia to legalise rideshare and welcome dockless bike share. We've recently followed this by legalising e-scooters and other personal mobility devices for private use on our paths, and establishing a shared e-scooter scheme.

New active travel technologies can provide more choice in how people get around. This can make it easier for people to shift away from private car dependence, connect with public transport, and at the same time reduce the amount of land we dedicate to roads and parking. We will continue to explore opportunities to make active, human scale modes of transport available and attractive for the benefit of all path and street users.

We will continue to encourage uptake of new active travel through the Canberra e-bike Library where members of the community can try different types of e-bikes before they make the decision to purchase, including cargo bikes and tricycles. We will continue to expand this to support workplaces wanting to encourage active travel uptake.

The ACT Government will continue to role-model the use of e-bikes in the business context:

- establishing salary sacrifice arrangements for employees to purchase e-bikes;
- including e-bikes in corporate fleets for use by staff for work related travel;
- supporting community initiatives – like pedal-powered cinema, multi-person bikes and cargo carriers – that stimulate people to think more broadly about pedal-powered transport.

**Key action:** Explore the rollout of an e-bike shared scheme in the ACT.

## Refining and expanding shared micromobility services

The ACT Transport Strategy supports and encourages new forms of mobility such as shared, dockless bikes and e-scooters. They have a lot of potential to address barriers like time and fitness which might otherwise prevent someone choosing active travel.

Over time, shared micromobility services can become a valuable part of our transport mix and people's daily commutes. The strong uptake of these and other flexible, on-demand transport services like ride-share and car-share demonstrate that Canberrans, particularly younger people, want mobility options beyond the private car.

## Expansion of micromobility services

The ACT Government licensed two e-scooter shared scheme operators to operate with 1500 devices in Belconnen Town Centre and Central Canberra which have proven very popular. The ACT Government is working with e-scooter providers to consider the Canberra-wide expansion of these services.

**Key action:** Expanding the e-scooter share scheme across all regions of Canberra by the end of 2022.

To support the expansion of the scheme together with the operators and the community, we will:

- consult each region to shape services to meet their local needs;
- ensure there is safe connectivity so that people can move between regions without using arterial roads work to establish innovative parking solutions and dedicated parking areas around the city and town centres.

## Improving the existing shared micromobility program

The ACT Government will work with industry to ensure that emerging micromobility offerings deliver benefits to the community, with high quality, safe and accessible service offerings.

Following a review in 2021, the Government will continue to implement ongoing recommendations including:

- education about how to use e-scooters, with an emphasis on meeting transport needs and safe and courteous riding behaviour;
- refining geolocation settings to encourage orderly parking of devices and deter behaviour like speeding. Users who repeatedly engage in unsafe or inconsiderate behaviour on e-scooters can have their accounts suspended or be referred to ACT Policing;

- monitoring and responding to increased traffic on Canberra's path networks, including implementing changes to things like parking and signage;
- better integration with public transport so that these two modes can be used together. We are particularly focusing on connecting up e-scooters with the high frequency Rapid routes and supporting their use at special events to reduce parking and traffic congestion.

Other cities have rolled out the e-scooters ahead of Canberra and to encourage equity and take-up amongst lower income groups, have added concession requirements for shared mobility providers.

**Key action:** Working with the shared e-scooter providers to implement lower pricing rates for eligible concession card holders.



# Priority 4: Making active travel and bicycle parking easy





Canberrans recognise that our city is a great place to walk and ride for recreation, but it's not always the easiest choice. People face barriers to walking or riding to meet every day needs, even for short trips. However, with the right infrastructure, design and attention to diverse needs, active travel can be for everyone.

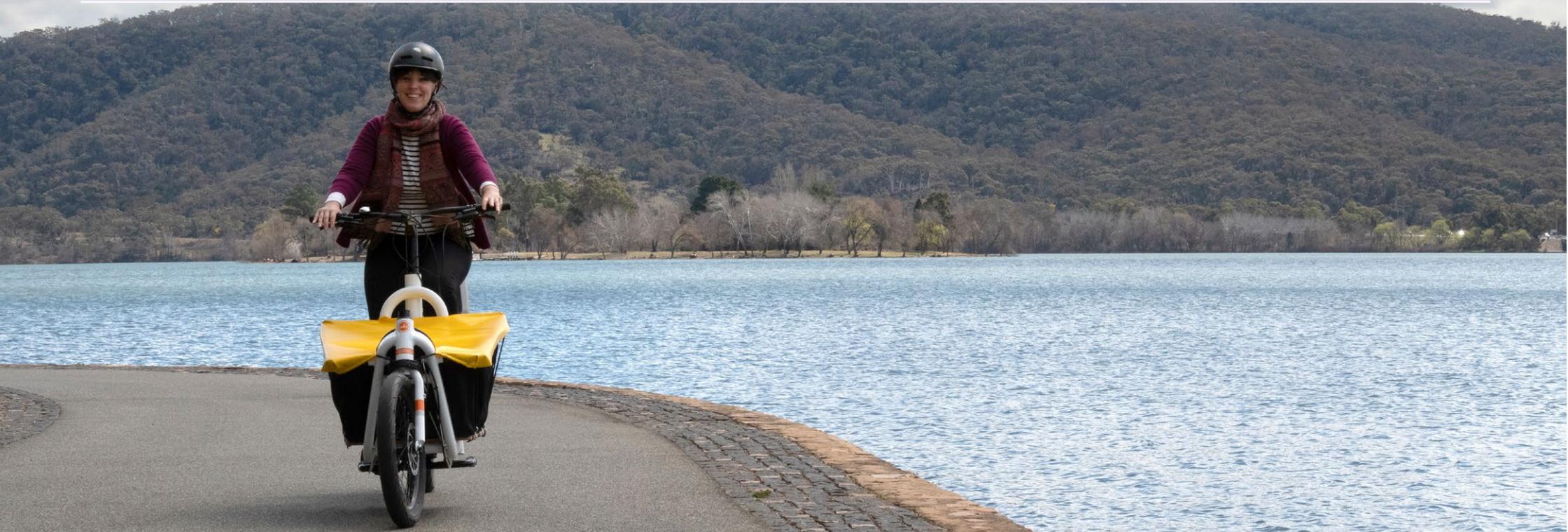
People make choices about how to travel for a range of complex reasons. We recognise that some Canberrans face different barriers to taking up active travel. For example, women can find it more difficult because of care responsibilities and 'trip chaining' that sees them make several stops on the way to or from work. Parents may not allow children to walk or ride around the neighbourhood or school because streets are not perceived to be safe and active. Shift workers may face issues with safety if they need to travel at night. Time and distance can be a barrier for many, particularly those who live far from school, work or services. Other people experience complex, intersecting barriers based on their age, ability, cultural background or economic situation. An inclusive approach to active travel means designing networks, initiatives and programs which support our entire community to choose walking and riding for some of their journeys. Active travel shouldn't be perceived as a pastime for sports people or the unusually brave.

The first step to overcoming barriers is to create a built environment that **enables** people to walk, ride and use micromobility. The second part of the equation is to address the barriers prevent people from **choosing** these modes over private car travel where both options are available.

## Graphic: Barriers to walking, cycling and other forms of active travel

Barrier	Factors	Possible solutions
 <p><b>Safety and security</b></p>	<ul style="list-style-type: none"> <li>Interactions with motor vehicles</li> <li>Interactions with other path users</li> <li>Concerns about personal safety</li> <li>Secure parking</li> <li>Lack of skills</li> </ul>	<ul style="list-style-type: none"> <li>Reduce or eliminate conflicts with motor vehicles by prioritising active travel and by slowing motor vehicle speeds at conflict points</li> <li>Increase passive surveillance and lighting on paths and at bike parking</li> <li>Plan for a mix of uses and activities where people walk</li> <li>Increase secure bike parking facilities</li> <li>Skills training</li> </ul>
 <p><b>Time and distance</b></p>	<ul style="list-style-type: none"> <li>Time</li> <li>Distance</li> </ul>	<ul style="list-style-type: none"> <li>Create direct and efficient networks for walking, cycling and other forms of active travel</li> <li>Flexible working arrangements</li> <li>Workplace travel planning</li> </ul>
 <p><b>Convenience and comfort</b></p>	<ul style="list-style-type: none"> <li>Less comfortable or attractive</li> <li>Equipment</li> <li>Nowhere to park</li> <li>Personal presentation on arrival</li> <li>Exposure to inclement weather</li> <li>Physical effort required</li> </ul>	<ul style="list-style-type: none"> <li>Aesthetically attractive, and enjoyable</li> <li>Quality end of trip facilities</li> <li>E-bikes that provide a ‘no-sweat’ solution</li> <li>Information and opportunities to test bikes and personal mobility devices to suit different needs</li> <li>Highlight the multiple benefits that flow from the single allocation of time for walking or cycling (transport + health + environmental + economic + social interaction)</li> </ul>
 <p><b>Legibility</b></p>	<ul style="list-style-type: none"> <li>How easy it is to navigate the network</li> <li>How users know where they are and where they’re going</li> </ul>	<ul style="list-style-type: none"> <li>A legible network that follows the streets people are familiar with</li> <li>Improved network wayfinding (signage, pavement markings and trailhead maps)</li> <li>Improve customer information (maps and journey planning resources)</li> </ul>

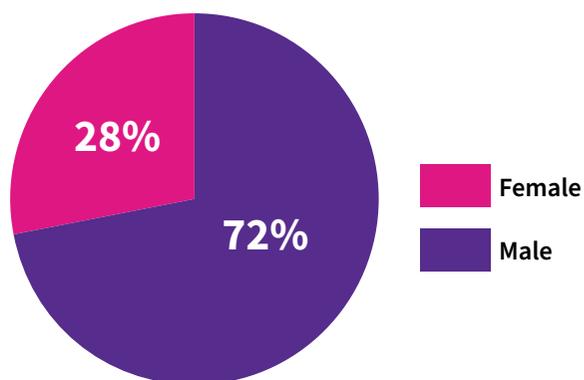
Barrier	Factors	Possible solutions
<b>Cargo and passengers</b> 	Transporting goods, people, tools or equipment Making deliveries	Promoting cargo bikes and innovative solutions for last-mile deliveries
<b>Trip chaining</b> 	The need to travel to multiple destinations in a single journey, often in a series or sequence	Flexible working arrangements Fixing gaps in the network to allow people freedom of movement
<b>Identity</b> 	Perceived as sport and recreation Only for the young, fit, abled and strong Not culturally appropriate or gender diverse Low status	Depict a range of users that challenge perceptions Events and activities that normalise walking, cycling and other forms of active travel culture



## A focus on inclusion: overcoming barriers using gender sensitive approaches

Women and girls currently cycle less than men and boys. Only 28 per cent of work trips by bicycle in the ACT in 2016 were made by women.

**Graph: Share of cycling journeys to work by women – ACT (2016)**



New approaches are needed to ensure that public places, active travel facilities and other interventions take account of gender specific barriers faced by women and people with gender diverse identities. We also recognise that there are many other intersecting and compounding barriers to regular use of active travel including age, ability, culture, health and socio-economic disadvantage.

**Gender sensitive urban design:** In early 2022, the ACT Government completed a literature review on gender sensitive urban design. Using crowd-sourced mapping, we asked the community to have a say on their experiences in five typical Canberra urban spaces. We will use this research and feedback to develop guidelines for access and safety, to make public spaces more welcoming to women and people with gender diverse identities.

## Bicycle parking

Parking for bikes and micromobility devices encourages use of active travel when it is convenient, secure and attractive. Quality parking facilities demonstrate that cycling and scooting are valued and ensure that busy areas are accessible and free from clutter. We will support this by exploring:

- provision of more Park and Pedal and Bike and Ride facilities. These allow people to drive or use public transport part-way and access secure bike or scooter parking when it may not be practical to use active travel for the whole distance;
- partnerships with e-scooter operators to deliver more dedicated parking areas for micromobility around the city;
- reallocation of space to accommodate increased demand and ensure that bike parking is prioritised for security and convenience at destinations;
- options to encourage organisers of big events to provide parking for bikes and e-scooters to support people to use these modes and reduce pressure on car parking.

**Key action:** Providing secure bike cages in every town centre in Canberra, and developing new access passes for secure bike parking without the need to demonstrate public transport use.

## End of trip facilities

Many people are investing in higher value bikes to meet longer trip needs. People need high quality end of trip facilities to secure and charge their bicycles. In addition, these spaces can provide change facilities like showers and lockers to support people who walk, run and cycle to work.

Employers and building owners can highlight these facilities to make themselves more attractive to prospective tenants and employees. Significant destinations like shopping centres, public institutions and education facilities can promote these to attract visitors and reduce demand for car parking.

A new End of Trip Facilities Code will be finalised in 2022. All new non-residential developments or substantial redevelopments will be required to meet minimum requirements for bicycle parking. This will include guidance on the type of facilities and minimum requirements depending on the location and type of building.

An accompanying guide will outline best practice that can be used by anyone – including building developers, tenants or employees – who want to implement or advocate for high quality facilities in buildings to which the code does not apply.

**ACT Government office end of trip facilities:** High-quality end of trip facilities were included in new buildings in Civic and Dickson in 2020, consistent with the draft code requirements. Facilities include secure bike cages, charging, showers, lockers, drying cupboards, grooming and ironing facilities.

## Good amenities along the way

Amenities such as wayfinding, water fountains, toilets, seating, bike repair stations, vegetation, shade and art support people to walk or ride. They also make our city more vibrant, comfortable, and attractive. We are addressing these further needs through:

- progressively rolling out wayfinding signs and path markings in Canberra with signage on major walking and cycling routes showing distances to town centres and allowing navigation along the cycle routes without reference to a map. This is supported by a paper map and the Transport Canberra journey planner which can be used for planning trips before leaving home;
- providing water fountains and bottle refill stations throughout Canberra, particularly on popular routes and in sport and recreation areas;

- planting 54,000 trees across the ACT by 2024. Planting locations will focus on existing gaps in streets and parks, and along active travel routes to create ‘shadeways’ that make cycling and walking a more interesting and comfortable experience. You can nominate a tree planting locations by dropping a pin on our interactive map on the YourSay website;
- delivering placemaking activities and public art events like the 2022 Surface Arts Festival. These events invigorate our public spaces, providing interest and colour in the places where we ordinarily walk, ride and scoot, or transforming these areas to be livelier and more attractive.

**Key action:** Progressively expanding our network of bike repair stations, to ensure they are available in all town centres.

**Image: Mural, Commonwealth Avenue Tunnel, Parkes**



(Artists: Beastman + Eddie Longford + Karri McPherson + PHIBS, Surface Festival 2022)

# Priority 5: Supporting behaviour change and partnering with the community





Local communities have different needs and opportunities when it comes to embracing active travel. It is important to recognise and respond to local priorities when planning and delivering infrastructure, programs and initiatives across Canberra. Different groups like young people, multicultural communities and women also have unique and important insights into what can enable or create barriers to people choosing active modes. In delivering the actions and initiatives outlined in this plan, we will continue to work inclusively with the Canberra community to ensure these meet everyone's needs and change behaviour.

We want to support and motivate Canberrans to choose to walk, ride or use other forms of active travel. We know people are more likely to take action when it is easy, attractive, social, and the right supports are available when they need them. When active modes work for people, the benefits they experience will provide an incentive to use them again, until this becomes routine over time.

Governments, schools, businesses and communities can support Canberrans with the knowledge and skills to choose active travel. ACT Government initiatives to encourage behaviour change are tailored for specific communities to:

- improve conditions for road safety and personal safety – like the Road Ready program for learner drivers;
- encourage safer behaviours – like the Road Safety Calendar of community campaigns;
- provide education and encouragement to overcome barriers – like funding community bike libraries;
- improve wayfinding – such as by providing signage and information on walking, riding and scooting routes.

## Graphic: Behaviour change diagram



## Children and schools

A walkable city is a child friendly city. The priorities in this plan to build active streets will create of safer neighbourhoods with stronger passive surveillance that better assures parents that children can move around independently, whether it is to see friends or to go to school. School safety and education programs also encourage behaviour change by promoting the uptake of active travel early.

We will continue to support children, school communities and families to take up active travel through the following initiatives:

- the Active Streets for Schools program delivers infrastructure improvements around schools and stencils along popular walking and riding paths to promote walking and riding to school. The program has already supported 81 schools in the ACT through a combination of infrastructure improvements and education resources. The program works closely with school communities to identify and respond to infrastructure barriers that may be preventing more students from walking or riding to school;
- school crossing supervisors help children to cross roads safely by directing traffic. They also help to manage the flow of pedestrians and motorists. Crossing supervisors are currently provided at 25 of the busiest crossings near ACT schools to make it safer and easier for students to walk, ride or use public transport to and from school;
- the Ride or Walk to School program helps schools teach safe cycling to students and promote active travel. It provides ACT schools with access to Australian curriculum-aligned resources on safe cycling, teacher training and parental engagement materials to help the whole school community embrace riding and walking to school. Programs are available for primary schools with access to free loan bikes to facilitate program delivery. The program is available to all primary schools and is free to join;
- the It's Your Move Safe Cycle program provides ACT high schools with a similar program to the Ride or Walk to School program, adapted for high school students. This program also has free loan bikes available to help teachers deliver the course content, encouraging safe cycle practices and improving the rates of active travel in students.

The ACT Government will also investigate opportunities for more children's riding areas and learn to ride tracks as part of future urban upgrades to encourage children to get on a bike safely.

## Change through workplaces

Workplace travel is a major opportunity for behaviour change. The COVID pandemic has increased interest in walking, cycling and other forms of active travel as a way to promote mental and physical wellbeing in the community and in the workplace. Having more people choose active travel for work commutes can also reduce congestion and emissions, and reduce the need for car parking in busy central locations.

**Key action:** Developing workplace travel planning.

Canberra businesses and organisations will be supported to undertake workplace travel planning with employees. A workplace travel planning program will deliver services to employers, initially to help people who travel into the city centre for work and who may be impacted by upcoming major city construction works. The program will build on the Make the Move pilot developed by the Canberra Environment Centre through a Zero Emissions Community Grant.

We will also continue to promote active travel to and from the workplace by:

- partnering with employers to encourage cycling, particularly in locations affected by disruption of major infrastructure projects and where new cycling infrastructure is built;
- leading by example in ACT Government by encouraging our staff to ride to work and for work trips and providing best practice end of trip facilities in new and upgraded ACT Government buildings.

## Celebrating and normalising active travel

Canberra is recognised nationally and internationally as a city with an enviable quality of life and a strong cycling and walking culture. In addition to our everyday participation, Canberra proudly boasts many elite cycling champions that made their start on our paths, roads and trails.

Despite this, many people don't regularly participate in walking, cycling and other forms of active travel. There are more things we can do to address barriers by celebrating and normalising our walking and cycling culture:

- mentoring people in our personal, professional and community networks to work through real and perceived barriers of time, cargo and passengers;
- addressing misconceptions about safety and convenience through personal stories from a diverse range of users, and using comparative journey planners;
- delivering bike handling and maintenance skills like drop-in sessions, learn to ride courses, equipment loans, industry demonstrations and social rides;
- addressing knowledge, skills and attitudes about road user interactions, particularly through road and path user education;
- strengthening identity through mass participation and organised sporting walking and cycling events, cultural activities, competitions and visitor experiences.

Cycling and walking contribute to the ACT economy directly and indirectly through retail, tourism, construction and essential services. We will partner with industry to pursue joint initiatives which support uptake of active travel, such as:

- working with venues and tourism, entertainment and accommodation sector to encourage cycling by visitors;
- supporting and encouraging bike based or related enterprises or activities and working with operators to get involved in promoting active travel, including bike stores and repairers, bike-share e-scooter share and food delivery;
- facilitating and supporting major events that incorporate bike riding like the Big Canberra Bike Ride;
- working with the bike industry to increase the range of bikes available, to meet varying needs.

## Taking ownership and testing new ideas

We encourage local community groups to design and deliver walking, cycling and micromobility initiatives that will address local priorities and needs. There are a range of ACT Government grant programs that community and business can access that contribute to Canberra's vibrant walking and cycling culture. To find out more and apply visit: [www.act.gov.au/grants](http://www.act.gov.au/grants).

We are keen to support activities including education campaigns or programs, workshops, events, art, infrastructure, supporting associations, skills development and research. Over time, there is the potential for successful initiatives to be scaled up into ongoing programs.

**Girls on Bikes** is a volunteer program that operates with support from the ACT Government Women's Sport and Recreation Participation and Leadership Program grant. Since 2017, *Girls on Bikes* has helped over 150 migrant and refugee women in the Canberra community to connect and learn to ride bikes in a safe and supportive space. In addition, participants have made new friends and learned a life skill, with some returning to become instructors in the program.

In working with communities, we will:

- ensure our programs are informed by a strong evidence base and consultation to address local community needs and barriers;
- make our programs and communications inclusive so that they respond to the needs of Canberrans from diverse backgrounds, women and others who can face particular barriers to taking up active travel;
- strengthen community-led initiatives like the popular *Slower Streets* program delivered during the COVID-19 pandemic;
- draw on the relationships and networks of established and trusted partners who are already working to get more people riding.





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