



North Canberra Community Council Inc.

P.O. Box 396, Dickson, ACT 2602 | www.northcanberra.org.au

Protecting, promoting and enhancing the economic, cultural, social and environmental well-being of the residents of Acton, Ainslie, Braddon, Campbell, Dickson, Downer, Duntroon, Hackett, Lyneham, North Lyneham, O'Connor, Pialligo, Reid, Russell, Turner and Watson

The North Canberra Community Council is supported through the ACT Government

ACT Strategic Cycle Network Plan

Recommendations

The North Canberra Community Council recommends that the network plan:

1. Prioritises projects primarily according to cost-effectiveness and how they will contribute to goals for sustainable transport, reduction of emissions and physical activity;
2. Places more emphasis on the localised needs of the main users of the overall network, who are more likely in the future to be pedestrians, elderly and retired persons and the 40% of the cycling population who are children;
3. Considers all classes of walking and cycling infrastructure, rather than concentrate most of the limited pool of funding on large budget items such as the Molonglo to Civic Cycleway, the Inter-City Cycleway and the Gungahlin-Majura Parkway-Canberra Airport Cycleway; and
4. Concentrates on trip distances of less than 7.5 km, which appears to be the international standard for regular users of network systems.

Living Streets Canberra makes the following points relevant to the recommendations above:

- The Government has failed to involve the walking public by promoting the consultation as a “Strategic Cycle Network” Plan rather than a “Strategic Walking and Cycling Network” Plan.

- The Government has focussed on the needs of the cycle commuting community rather than the needs of other cyclists including the 44% of cyclists aged under eighteen.
- The ACT has failed to achieve previous targets for active journey to work figures, which puts goals for sustainable transport and greenhouse emission reductions at risk. Child cyclists are in decline. These indicators appear to be evidence of planning failure.
- If journeys to work only account for one in five trips, why is this taken to be the primary indicator for sustainable transport?
- The number of children who use the walking and cycling network to commute to school is probably equal to the number adults who use it to commute to work. The funding provided for this demographic is not proportionate to their level of use.
- Very few walking trips are longer than 7.5 km.
- In the Netherlands there is a strong downward correlation between those who are willing to cycle less than 7.5 km to those who are willing to cycle over 15 km (from 34% to 2%). This is extremely relevant to the cycleways which are destined to be built in Canberra listed above. 70% of trips involve journeys of 7.5 km or less.
- Trunk routes are much less attractive to cyclist and pedestrians because of the time required to detour to a trunk route and because speeds are no higher on trunk walking and cycling routes than on non-trunk routes.

Richard Larson
Secretary
North Canberra Community Council
PO Box 396
Dickson ACT 2602

December 19 2012