

## North Canberra Community Council Transport Position Paper

### The North Canberra Community Council

- (1) has an objective of helping to ensure that legislators and officials are fully informed of resident community needs and expectations;
- (2) recognises:
  - a. the important role transport networks play in the daily lives of residents of North Canberra;
  - b. that building more roads encourages more private vehicle transport;
  - c. the health, social, environmental and other economic benefits of public transport, walking and cycling over private vehicle transport;
  - d. that North Canberra has the worst residential streets in Canberra as ranked according to traffic volumes, speeds and accidents;
  - e. the economic, social and emotional costs of vehicle accidents for individuals and the broader community;
  - f. that increases in the population of North Canberra will further exacerbate traffic problems in North Canberra;
  - g. that many roads in North Canberra were designed before the development of current road standards;
  - h. variations in the polycentric town/district model in recent years have significantly increased heavy commuting through North Canberra;
  - i. the current work being undertaken in relation to light rail;
- (3) recommends the following in North Canberra:
  - a. the default 50km/h speed limit on residential and commercial streets should be reduced to 40km/h;
  - b. residential streets must not be used for arterial or through traffic;
  - c. residential streets should be redesigned to discourage rat running and encourage more cohesive communities by introducing, amongst other things:
    - i. cul-de-sac arrangements; and
    - ii. residential streets where pedestrians have right of way;
  - d. residential streets should not be used for overflow parking associated with commercial centres, education facilities and other similar destinations, but should allow for parking by residents and their guests, by implementation of a parking permit system where necessary;
  - e. adequate vehicle parking should be off street where possible to avoid adverse impacts of street parking on public transport, walking and cycling, and existing green spaces should not be used for vehicle parking;
  - f. commercial centres, education facilities and public transport hubs should have adequate cycle parking facilities;

- g. all roads should:
  - i. be designed to keep clear separation between motorists, pedestrians and cyclists,
  - ii. be surfaced with material appropriate for cyclists, and
  - iii. generally encourage public transport, and safe walking and cycling;
- h. on-road and off-road cycle paths and footpaths should be expanded, and be kept free from obstructions, so as to encourage safe walking and cycling;
- i. public transport, walking and cycling should be promoted as a means of accessing commercial centres by, amongst other things:
  - i. increasing the number of streets designated as shared spaces for walking and cycling; and
  - ii. increasing the reliability and ease of use of public transport;
- j. road user charges, such as increased petrol levies, registration fees based on kilometres driven or congestion cordon levies, should be investigated and implemented by the ACT and Commonwealth governments, and the money raised should be used to offset existing fixed charges, such as fixed vehicle registration, compulsory insurance and stamp duties;
- k. roads should be classified according to their physical characteristics as detailed in Table 2A of the Estate Development Code of the Territory Plan;
- l. street and path lighting should be upgraded to provide a more consistent coverage, contribute to an attractive streetscape and improve the safety of cyclists and pedestrians;
- m. signalised intersections should be designed to minimise pedestrian and public transport delays;
- n. further development of high occupancy vehicle lanes should be considered on appropriate arterial roads;
- o. the full public and private cost of private vehicle transport should be tracked and published;
- p. commercial and high-density residential development around the town/district centres should be prioritised to reduce the heavy one-way commuting in and out of Civic and through North Canberra.