

ACT Budget Consultation  
Chief Minister and Treasury Directorate

### **ACT Budget Submission 2014-15**

Walking investments will reduce recurrent expenditures on health and roads, and improve mobility, access and health for all Canberrans, achieve the Government's *Transport for Canberra* walking mode share targets, help achieve the *Weathering the Change* greenhouse emissions targets.

Living Streets recommends that:

1. annual expenditure on walking be set at 8% of total transport expenditure until the walking mode share targets in *Transport for Canberra* are achieved, and thereafter at 7%, reflecting *Transport for Canberra's* 7% walking mode share target for 2026.
2. high priority for transport expenditure goes to:
  - a. improving safety and connectivity in and around Civic;
  - b. progressively increasing the reach of the urban cycling and walking network, to match the reach of the road network by 2026;
  - c. \$9 million to implement twenty-five highly cost-effective trunk walking and cycling projects;
  - d. footpath maintenance and connectivity improvements; and
  - e. reviewing prioritisation of local walking and cycling infrastructure projects.

Please refer to the following Attachment for more information.

*Leon Arundell*

With my best regards

Leon Arundell B Sc Hons, M Env St, Grad Dipl Appl Econ.  
Chair, Living Streets Canberra: [www.tinyurl/WalkACT](http://www.tinyurl/WalkACT)

# Attachment

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## Annual expenditure on walking

*Annual expenditure on walking be set at 8% of total transport expenditure until the walking mode share targets in Transport for Canberra 2012 are achieved, and thereafter at 7%, reflecting the 7% walking mode share target for 2026.*

If the Government is to meet its targets to increase the mode shares of walking, cycling and public transport to 6.5%, 6% and 10.5% (respectively) in 2016 and 7%, 7% and 16% (respectively) in 2026, then it makes sense for the Government to plan its relative expenditures on transport modes in accordance with those relative transport mode targets.

Since the first oil shock in 1973, Governments have spent large amounts of money on walking, cycling and public transport, in order to reduce reliance on oil-fuelled car transport.

That funding has achieved modest increases in the mode shares of walking, cycling and public transport, as measured in each Census since 1976.

But paradoxically there has been no reduction in the mode share of car drivers.

The underlying reason for this paradox is that Governments have systematically planned walking, cycling and public transport expenditures independently of road expenditures, rather than in relation to total transport expenditure.

While Governments have spent large amounts of money to encourage walking, cycling and public transport, they have spent larger amounts of money on expanding the road network in order to encourage car driving.

The net result has been that, for every person who has chosen to walk, cycle or use public transport since 1976, at least one other person has chosen to drive their own car rather than to travel as a car passenger.

From 2006 to 2011, the ACT Government achieved only one-tenth of its targeted increase in the mode share of cycling, and none of its targeted increases in the mode shares of walking and public transport.

## Priorities for walking and cycling investments

### a. improving safety and connectivity in and around Civic

Northbourne Avenue is a dangerous, dysfunctional barrier between the east and west of Civic and of the inner northern suburbs.

The most dangerous section of Northbourne Avenue is from London Circuit to Barry Drive/Cooyong Street. This 400 metre section of road accounted for thirteen of the 189 pedestrian crashes recorded for the Territory's 3,319 km of roads<sup>1</sup> in 2010-12.

Cooyong Street and Barry Drive are also highly dangerous. The 1.3 km of Cooyong Street accounted for nine of those pedestrian crashes. The 800 metre section of Barry Drive, from Northbourne Avenue to North Road/McCaughey Street, accounted for seven.

Note: figures for Northbourne Avenue, Barry Drive and Cooyong Street each include the four pedestrian crashes recorded at the intersection of Northbourne Avenue, Barry Drive and Cooyong Street.

Priority actions to improve safety and connectivity in Civic and along Northbourne Avenue include:

1. Complete the implementation of the 40 km/h speed limit in Civic, by including Northbourne Avenue in the 40 km/h zone;
2. Re-program the traffic signals at the intersections of Northbourne Avenue with London Circuit, Alinga Street, Rudd and Bunda Streets, and Barry Drive and Cooyong Streets, to (a) synchronise at 40 km/h with other traffic signals along Northbourne Avenue at times of peak road traffic, and (b) synchronise the eastern side pedestrian signals with the western side pedestrian signals at times of peak pedestrian traffic;
3. Extend the 40 km/h zone to include Barry Drive (from North Road/McCaughey Street to Northbourne Avenue), Cooyong Street and Coranderrk Street, to provide safe access to Civic for residents in existing and new developments in Turner and Reid;
4. Investigate the road safety and congestion reduction benefits of reducing the width of the median at the intersection of Northbourne Avenue with Barry Drive and Cooyong Street, so that traffic signals can be programmed to:
  - (a) increase green time in each phase by up to two seconds; and
  - (b) allow pedestrians to cross Northbourne Avenue without an additional ninety second delay on the median. This improve road safety by giving them a reason to detour to the intersection rather than risk a mid-block crossing, and by reducing their temptation to make risky crossings against red pedestrian signals.

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<sup>1</sup> ACT State of the Environment Report, 2011:  
[http://www.envcomm.act.gov.au/actsoe2011/people\\_transport.html](http://www.envcomm.act.gov.au/actsoe2011/people_transport.html)

**b. progressively increasing the reach of the urban cycling and walking network, to match the reach of the road network by 2026;**

A footpath offers a good return on investment. A recent research paper, "[the cost-effectiveness of installing sidewalks to increase levels of transport-walking and health](#)," concluded that:

- Installing more than one sidewalk represents a good return on investment.
- Installing at least one sidewalk on each street is the most cost-effective intervention.

The ACT road network directly reaches the driveways of 100% of Canberra's homes.

In contrast, the network of on-road cycle lanes, shared community paths and shared footpaths directly reaches the driveways of only half of Canberra's homes. Another one in five residents can reach a shared path by crossing the road, and three in ten Canberrans live on streets that have no footpaths.

People may legally walk along nature strips, but this is not possible when nature strips are obstructed by landscaping, parked cars or construction works. Even when they are properly maintained, nature strips offer trip hazards, are impractical in wet weather or for baby carriages and mobility scooters, and make for hard going for child cyclists.

Despite the lack of footpaths, the number of children who walk, cycle or bus to school is comparable to the number of adults who walk, cycle or bus to work.

More footpaths will enable more children to ride to school, thus reducing the number of two-way car trips that provide children's one-way trips to or from school. More footpaths will also provide all Canberrans with better access to local shops, services, jobs, bus stops and recreational facilities.



*Figure 2: Inadequate walking infrastructure, only one block from Canberra's CBD.*

**c. \$9 million to implement twenty-five highly cost-effective trunk walking and cycling projects**

Living Streets has ranked the cost-effectiveness of 201 projects considered in the February 2011 *ACT Cycling and Pedestrian Network – Priority Network for Capital Works* report, after correcting the report's major methodological, data and calculation errors.

The Territory and Municipal Services November 2011 *Walking and Cycling Trunk Infrastructure Report* stated that “*cost effectiveness ... will be used [to prioritise projects] until more objective information on demand and demand forecasting can be established.*”

The Government has so far committed about \$5 million to build seventeen of the fifty most cost-effective projects, plus \$6 million to the Civic Cycle Loop (ranked 90th) and \$12 million to an off-road path alongside Majura Parkway (116th).

The 25 most cost-effective remaining projects are:

<i>Adelaide Ave off-road path</i>	<i>Dudley Street - off-road path</i>	<i>Lake to War Memorial Links - off road path</i>
<i>Aikman Drive cycle lanes extension - on road lanes</i>	<i>Easty Street link - off road path</i>	<i>Launceston Street - on road</i>
<i>Athllon Drive off-road path missing link</i>	<i>Edinburgh Ave - on road lanes</i>	<i>Mawson Shops bypass route - off road path</i>
<i>Belconnen to Florey off-road path S1 - off road path</i>	<i>Erindale Centre south link - off road path</i>	<i>Menindee Drive off-road path</i>
<i>Brindabella Business Park off-road path</i>	<i>Fisher off-road path</i>	<i>Monaro Highway/Newcastle Street intersection treatment</i>
<i>Cantamessa Avenue path extension - off road path</i>	<i>Ginninderra Drive off-road path, UoC to Lake Ginninderra</i>	<i>Thesiger Court Link - off road path</i>
<i>Constitution Ave - off-road path</i>	<i>Giralang Link - off road path</i>	<i>University avenue - off road path</i>
<i>Coulter Drive to Florey link - off road path</i>	<i>Improvement of off-road path crossing at Miller Street between Macarthur and Quandong Streets</i>	<i>Wattle Street- off-road path</i>
		<i>Weston to Tuggeranong - off road path</i>

Note: Project costings in the February 2011 *ACT Cycling and Pedestrian Network – Priority Network for Capital Works* were typically about one-seventh of the costings that were determined based on more detailed examination. Therefore, priority should be given to those of the above projects whose revised costings exceed their original costing by less than seven-fold.



#### **d. Footpath maintenance and connectivity improvements**

The Government recognises footpath maintenance as a funding priority.

Funding is also needed for monitoring of footpath and nature obstructions, and for consequent issuing of advice and/or warnings to residents who have allowed their nature strips to become obstructed.

Connectivity is also affected by the presence or absence of pram ramps, especially for parents with babies, child cyclists, and the increasing numbers of old or mobility-impaired people who use mobility scooters.

At many existing intersections, pram ramps are either poorly aligned or non-existent. A mobility scooter cannot mount a ten-centimetre kerb. So a person on a mobility scooter must move onto the road at the last driveway before the intersection, scoot along the road (often in the 'wrong' direction) and across the intersection, until they reach the next driveway after the intersection.



*Figure 2: A nature strip obstructed by landscaping.*

## **e. reviewing prioritisation of local walking and cycling infrastructure projects**

Extending the local walking and cycling network to all Canberra streets is best done beginning with the highest priority projects, as the total cost is likely to be comparable to the cost of the Majura Road upgrade.

Local walking and cycling infrastructure projects are currently prioritised using a simple ten point scale based on desire lines, trip attractors, land uses, traffic volumes and bus usage.

They can be more effectively prioritised using cost-effectiveness estimates that include the factors considered in the February 2011 *ACT Cycling and Pedestrian Network – Priority Network for Capital Works* report:

- safety
- trip attractors
- connectivity
- barriers
- cost
- strategic importance
- number of residents served by the route
- the numbers of employees served by the route