

TO: ACT Government Community Engagement (by email)

40 km/h precincts in shopping centres

The ACT Government has **little chance of meeting its 2012 election commitment to increase the public transport journey-to-work mode share to 10.5% by 2016**, or its 2016 *Transport for Canberra* mode share targets of 6.5% for walking and 6% for cycling¹, **without a major increase in support for walking, cycling and public transport.**

40 km/h speed limits make it safer and more convenient to walk, cycle and catch public transport to shopping centres. They also contribute to achieving the targets in the *Road Safety Strategy* and the greenhouse emission targets in *Weathering the Change*.

Living Streets recommends that: **40 km/h speed limits apply to all of the road sections listed in the following tables.** They are listed because they are within or surrounding shopping centres, and:

1. have **crash rates that are well above the averages** of one pedestrian crash per 60 km per year – **most notably Northbourne Avenue, Cooyong Street, Barry Drive and Constitution Avenue**, one per 15 km per year (bicycles) or one per 450 metres per year (all crashes);
2. are **crossed by public transport patrons** who travel to or from the shopping centres; AND/OR
3. are **crossed by people who live in high or medium density residential areas** that are directly across the road from the shopping centres.

Yours Faithfully



Leon Arundell B Sc Hons, M Env St, Grad Dipl Appl Econ.
Chair, Living Streets Canberra

Attachments (following pages):

Tables, by shopping centre, of pedestrian, bicycle and overall crash rates, plus whether streets lead to bus stops and whether residential density across streets is high, medium or low.

1 See [Changes in journey to work mode shares](http://grapevine.net.au/%7Emccluskeyarundell/LSNewsJan2015.html#__RefHeading__3572_192444109):
http://grapevine.net.au/%7Emccluskeyarundell/LSNewsJan2015.html#__RefHeading__3572_192444109

Attachment: Tables, by shopping centre, of pedestrian, bicycle and overall crash rates, plus whether streets lead to bus stops and whether residential density across streets is high, medium or low.

Contents

Notes to the tables.....	3
Average crash rates.....	3
TOWN CENTRES.....	3
Civic.....	3
Northbourne Avenue (Barry Drive to London Circuit.).....	3
Barry Drive (Northbourne Avenue to McCaughey St/North Rd).....	4
Cooyong St.....	4
Constitution Ave (London Cct to Allara St).....	5
Childers St.....	5
London Circuit (Edinburgh Ave to Constitution Ave).....	6
Belconnen.....	6
Emu Bank.....	6
Chandler St.....	7
SUBURBAN SHOPPING CENTRES.....	7
Amaroo.....	7
Katherine Avenue.....	7
Charnwood.....	7
Tillyard Drive.....	7
Conder.....	8
Box Hill Ave.....	8
Curtin.....	8
Theodore St.....	8
Carruthers St.....	8
Dickson.....	8
Cowper St (Antill St to Dickson shops access / shared path crossing).....	8
Challis St.....	9
Erindale.....	9
Hawker.....	9
Beetaloo St.....	9
Springvale Drive.....	9
Belconnen Way.....	9
Jamison.....	10
Redfern St.....	10
Bindubi St.....	10
Kaleen.....	10
Maribyrnong Crescent.....	10
Kingston.....	10
Kambah.....	10
Drakeford Drive.....	11
Kippax.....	11
Southern Cross Drive.....	11
Starke St.....	11

<u>Manuka.....</u>	<u>11</u>
<u> Captain Cook Cres.....</u>	<u>11</u>
<u> Canberra Ave.....</u>	<u>12</u>
<u>Mawson.....</u>	<u>12</u>
<u> Mawson Drive.....</u>	<u>12</u>
<u>Wanniassa.....</u>	<u>12</u>
<u> Langdon Ave.....</u>	<u>12</u>
<u>Weston.....</u>	<u>13</u>
<u> Namatjira Drive near MacNalty St.....</u>	<u>13</u>

Notes to the tables

Crashes per year are based on data provided by Roads ACT for 2010-13 (**pedestrian**), and for 2013 (**all** and **bicycle**).

Residential density across the road from the shopping centre is estimated as
H ~ >2 storeys; M ~ 2 storeys; L ~ single storey or none.

Average crash rates

In 2010-11 Canberra had 3,319 km of roads.² Data provided by Roads ACT show that in 2013 there were 7,863 crashes on Canberra roads, including 213 bicycle crashes and 52 pedestrian crashes. This approximates to annual averages of one crash per 450 metres, one bicycle crash per 15 km and one pedestrian crash per 60 km.

A single crash, on even a short section of road, does not necessarily imply that that section of road has a crash rate that is above average to a statistically significant level.

Nevertheless, where a section of road on the perimeter of a shopping centre is less than 450 metres in length, any crash in a given year suggests that it has an above average crash rate. The likelihood that a section of road has a crash rate that is statistically above average increases with the number of crashes that recorded for that section.

Some sections of road are both longer than 450 metres and have crash rates that are above average. These include:

- Barry Drive (Northbourne Ave to North Rd / McCaughey St): 800m; 48 crashes in 2013
- Cooyong St: 1.1 km; crashes in 2013
- London Circuit, Edinburgh Ave to Constitution Ave: 600m; 12 crashes in 2013.

TOWN CENTRES

Civic

Northbourne Avenue (Barry Drive to London Circuit.)

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Barry/Cooyong/Northbourne	1	5	25	Y	H
Northbourne Avenue	0	4	8	N	L

² See *How many Canberra streets have footpaths?*:
<http://grapevine.net.au/~mccluskeyarundell/LSFootpathFree.html>

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
(Alinga->Bunda/Rudd)					
Alinga/Northbourne	0.5	0	6	Y	L
Northbourne Avenue (London->Alinga)	0.75	0	13	Y	L
London/Northbourne	0.25	1	23	N	L
Northbourne Avenue (Bunda/Rudd->Barry/Cooyong)	0.5	0	6	N	L
Bunda/Northbourne/Rudd:	0.5	0	5	N	L
SUMMARY	3.5	10	86	Y	H

Barry Drive (Northbourne Avenue to McCaughey St/North Rd)

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Barry/Cooyong/Northbourne	1	5	25	N	H
Barry/McCaughey/North	0.25	2	9	N	L
Barry/Moore	0.25	1	1	N	L
Marcus Clarke->MooreBarry/Marcus Clarke	0.25	0	6	N	L
Barry/Watson	0	1	2	N	L
Barry Drive (Marcus Clarke->Moore)	0	0	3	N	L
Barry Drive (Kingsley->Watson)	0	0	2	N	L
SUMMARY	1.75	9	48	N	H

Cooyong St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Barry/Cooyong/Northbourne	1	5	25	N	H
Cooyong/Lonsdale/Genge	0.25	2	8	N	L
Cooyong/Mort	0.5	1	11	N	H
Ainslie/Cooyong	0	0	6	N	H
Cooyong Street (Barry/Northbourne->Mort)	0.25	0	6	N	M
Cooyong Street (Lonsdale/Genge->Ballumbir/Cooyong/Donaldson/ Torrens)	0	0	3	N	L
Akuna/Cooyong	0	0	3	N	H
Cooyong St (Ainslie->Akuna)	0	0	6	N	H

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Cooyong St (Petrie St->Ainslie Av)	0	0	2	N	H
Cooyong St (Scotts Csg->Petrie St)	0	0	2	N	H
Cooyong Street (Boolee->Coranderrk)	0	0	1	N	H
Cooyong Street (Barry/Northbourne->Mort)	0.25	0	6	N	H
Cooyong/Scotts	0	0	3	N	H
Cooyong/Petrie	0	0	2	N	H
Cooyong Street (Mort->Murulla)	0	0	2	N	L
Cooyong Street (Murulla->Lonsdale/Genge)	0	0	2	N	L
Cooyong/Coranderrk	0	0	1	N	L
Cooyong/Torrens	0	0	1	N	L
SUMMARY	2.25	8	90	N	H

Constitution Ave (London Cct to Allara St)

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Constitution Avenue (London->Allara)	0.5	0	0	N	H
Constitution/London	0	1	5	N	L
Constitution Avenue (Allara->Coranderrk)	0.25	0	2	N	L
Allara/Constitution	0	0	1	N	L
SUMMARY	0.75	1	8	N	H

Childers St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Childers Street (Allsop->University)	0.25	0	0	N	H
Childers Street (Rudd->Hutton)	0	1	5	N	H
Childers/University	0	0	1	N	H
SUMMARY	0.25	1	6	N	H

London Circuit (Edinburgh Ave to Constitution Ave)

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
London Circuit (Edinburgh->Commnlondwrm)	0	2	4	N	H
Constitution/London	0	1	5	N	H
London Circuit (Londwcommsrm->Constitution)	0	0	2	N	H
Edinburgh/London	0	0	1	N	H
SUMMARY	0	3	12	N	H

Belconnen

Emu Bank

Note: Access to Lake Ginninderra College and Arscott House is via Emu Bank.

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Emu Bank (Benjamin->Soundy/Veryard)	0	1	12	N	L
Eastern Valley/Emu	0.25	0	3	N	L
Aikman/Emu	0	0	1	Y	L
Emu Bank (Eastern Valley->Aikman)	0	0	2	Y	L
Emu/Luxton	0	0	8	N	L
Beissel/Emu	0	0	1	N	L
Benjamin/Emu	0	0	5	N	L
Emu Bank (Soundy/Veryard->Cohen)	0	0	2	N	L
Emu Bank (Cohen->Eastern Valley)	0	0	1	N	L
Emu Bank (Luxton->Beissel)	0	0	1	N	L
Emu/Cohen	0	0	1	N	L
Emu/Joynton Smith	0	0	1	N	L
SUMMARY	0.25	1	38	Y	L

Chandler St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Cameron/Chandler	0	1	0	N	L
Benjamin/Chandler	0	0	3	N	H
Chandler Street (Swanson->Benjamin)	0	0	3	N	H
Chandler/College	0	0	7	N	L
Chandler Street (Cameron->Swanson).	0	0	2	N	L
Chandler Street (College->Cameron)	0	0	1	N	L
Chandler Street (Cameron->Cohen)	0	0	1	N	L
SUMMARY	0	1	20	N	H

SUBURBAN SHOPPING CENTRES

Amaroo

Katherine Avenue

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Horse Park/Katherine (Sw)	0	1	3	N	L
Katherine Avenue (Mornington->Amaroo School)	0	0	1	N	L
Katherine Avenue (Pioneer ->Mornington)	0	1	2	N	L
SUMMARY	0	2	6	N	L

Charnwood

Tillyard Drive

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Tillyard Drive (Lhotsky->Verge)	0	0	0	Y	L

Conder

Box Hill Ave

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Box Hill Avenue (Balcombe->Tharwa/ Woodcock	0	0	1	Y	L

Curtin

Theodore St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Carruthers/Theodore	0	0	4	Y	M
Martin/Theodore	0	0	1	Y	M
SUMMARY	0	0	5	Y	M

Carruthers St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Carruthers/Theodore	0	0	4	Y	L
Carruthers Street (McCulloch/Strangways->Theodore)	0	0	2	Y	L
SUMMARY	0	0	6	Y	L

Dickson

Cowper St (Antill St to Dickson shops access / shared path crossing)

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Cowper/Dickson Shops Access	0	1	3	Y	L
Antill/Cowper	0	0	2	Y	L
Cowper/Dickson	0	0	3	Y	L
SUMMARY	0	1	8	Y	L

Challis St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Challis Street (Morphett->Cape)	0	3	7	Y	L
Challis Street (Cape->Antill Srv.Rd)	0	2	3	Y	L
Challis/Morphett	0	0	7	Y	L
Antill/Challis	0	0	2	Y	L
Cape/Challis	0	0	2	Y	L
Challis/Antill Srv.Rd	0	0	1	Y	L
SUMMARY	0	5	22	Y	L

Erindale

All perimeter roads are included in the proposed 40 km/h zone.

Hawker

Beetaloo St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Beetaloo/Belconnen	0	0	8	N	M
Beetaloo/Hawker (Sw)	0	1	2	N	M
SUMMARY	0	1	10	N	M

Springvale Drive

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Belconnen/Springvale	0	0	8	N	L

Belconnen Way

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Beetaloo/Belconnen	0	0	8	N	M
Belconnen/Springvale	0	0	8	N	L
SUMMARY	0	0	16	N	M

Jamison

Redfern St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Bindel/Bindubi/Redfern	0	0	3	N	L
Bowman/Redfern (Sw)	0	0	2	N	L
Redfern Street (Bowman->Bowman)	0	0	1	N	L
Redfern Street (Bowman->Bindel/Bindubi)	0	1	4	N	L
SUMMARY	0	1	10	N	L

Bindubi St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Bindel/Bindubi/Redfern	0	0	3	Y	L
Bindubi/Bardi	0	0	1	Y	L
Redfern Street (Bowman->Bindel/Bindubi)	0	1	4	Y	L
SUMMARY	0	1	8	Y	L

Kaleen

Maribyrnong Crescent

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Georgina/Maribyrnong	0	0	2	Y	M
Maribyrnong Avenue (Georgina->Georgina)	0	0	1	Y	M
SUMMARY	0	0	3	Y	M

Kingston

All perimeter roads are included in the 40 km/h zone.

Kambah

Note: Kett St has no recorded crashes, and is not crossed to access bus stops or medium or

high density housing.Marconi Cres

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Boddington/Drakeford/Marconi	0	0	24	Y	L

Drakeford Drive

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Boddington/Drakeford/Marconi	0	0	24	N	L
Drakeford Drive (Boddington/Marconi->Sulwood/Tuggeranong)	0.25	0	15	N	L
Drakeford Drive (O'halloran/Summerland->Boddington/Marconi)	0	0	5	N	L
SUMMARY	0.25	0	44	N	L

Kippax

Southern Cross Drive

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Florey/Southern Cross	0	0	3	Y	L
Southern Cross Drive (Florey->Moyes)	0	0	1	Y	L
SUMMARY	0	0	4	Y	L

Starke St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Starke St	0	0	0	Y	L

Manuka

Captain Cook Cres

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Canberra/Captain Cook/Manuka (Sw)	0.25	0	5	Y	H

Captain Cook Crescent (Franklin->Canberra/Manuka)	0	0	2	Y	H
Captain Cook Crescent (Murray/Stuart->Franklin)	0.25	0	3	Y	H
Captain Cook/Franklin	0	1	4	Y	H
SUMMARY	0.5	1	14	Y	H

Canberra Ave

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Canberra Ave (Captain Cook to Furneaux St)	0	0	5	N	L

Mawson

Mawson Drive

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Heard/Mawson	0	0	4	Y	L
Heard/Mawson (Sw)	0	0	2	Y	L
Mawson Drive (Mawson->Heard)	0.25	0	4	Y	L
Mawson Dr/Mawson Pl	0	0	3	Y	L
SUMMARY	0.25	0	13	Y	L

Wanniassa

Langdon Ave

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Langdon Avenue (Sangster->Longmore/Rylah)	0.25	0	0	N	L

Weston

Namatjira Drive near MacNalty St

Location	Crashes per year			Bus access	Residential density
	Pedestrian	Bicycle	All		
Macnally/Namatjira	0.25	0	2	Y	L