

Comments on *Pedestrian and Cycle Movement Study for Woden Town Centre, Mawson Group Centre and Athllon Drive East*

The specific needs of people who walk and cycle

- Short, direct, uninterrupted routes.
- Bus stops located as close as possible to safe crossing points.
- Safety from road and stranger danger – including for the two in five Canberra cyclists who are aged under 15, and for people who walk or cycle to school or work, or whose commutes include walking to and from bus stops (see following table):

Commute to school or work, Canberra	Children (derived from ABS Census at School, 2012)	Adults (2011 census)
Walk	8,506	8,271
Cycle	4,029	4,662
Walk to and from bus stops	12,500	11,124

Known pedestrian routes to and through the study area – where are people walking and cycling to and from?

The unpublished 2012 and 2013 ACT Government cordon count results include valuable information on the respective numbers of pedestrians and cyclists who use each walking and/or cycling route into and out of the Woden Town Centre.

Known pedestrian and cyclist issues and barriers to walking and cycling to and through the study area.

Motor vehicle speed is a safety issue for pedestrians and cyclists – especially for children under ten who, according to Kidsafe ACT, should not be allowed to walk or cycle on (presumably including across) roads without adult supervision. The introduction of 40 km/h speed limits in and near Town Centres will reduce the danger, though it is not clear that Kidsafe would regard it as safe for children under ten to walk or cycle on 40 km/h roads without adult supervision.

The Trunk Walking and Cycling Infrastructure Working Group considered an Accessible Street project in the Woden Town Centre and walking and cycling improvements on and near Wisdom Street. The reports on those projects will provide useful information.

An important barrier is driver ignorance of the rules that require them to give way to pedestrians at intersections. This barrier can be addressed in at least some cases through the use of “Give way to pedestrians” signs.

A barrier for child cyclists and for adults who cycle on footpaths is that they must give way to all other traffic whenever they cross a road.

Poor intersection design, especially at intersections of dual carriageway roads, limits the ability of road engineers to program pedestrian signals to allow pedestrians to cross when it is safe to do so. In many cases this problem was compounded by poor pedestrian signal programming, but Roads ACT is progressively addressing the programming issue.

A notable exception is the intersection of Hindmarsh and Melrose Drives, which has been designed with offset pedestrian crossings that make it possible to allow pedestrians to proceed across either half of the road when it is safe to do so, rather than making them wait until it is safe to cross both sides at the same time. In most cases these signals have also been programmed to go green automatically when it is safe to proceed, rather than remaining red unless the pedestrian call button was pressed prior to the start of the safe phase.

The improvements required to increase safety, accessibility, convenience and directness for pedestrians and cyclists to and through the study area.

Upgrading signalised intersections and pedestrian signals to the standard of the Hindmarsh Drive / Melrose Drive intersection.

For examples of other opportunities, see our [Call for safer crossings at hospital black spot](#).

Any future growth planned for the study area that will affect pedestrian and cyclist amenity or increase the volumes of pedestrians and cyclists.

We have no specific information on this.

Additional information

The 2006 “*Canberra Central Movement Study*” may be a useful source of information.

Our economic analysis of 201 trunk walking and cycling infrastructure projects identified the attached projects in the general Woden area:

Regards

Leon Arundell
Chair

Rank (Of 201 projects)	Project name	Project Number	Project Start	Project End
6	Accessible Street - Woden	WR-200-ACCESS-003	Bradley Street	Town Square
10	Launceston Street off road path*	GC-201-wodent-011	Melrose Drive	Furzer Street
14	Easty Street link - off road path	WR-200-wodent-003	Launceston St	Hindmarsh Dr
15	Mawson Shops bypass route - off road path	WR-200-trunwv-006	Mawson Drive	Heard Street
18	Athllon Drive off-road path missing link - off road path	WR-200-truntu-023	Underpass near Jenke Cct	Fincham Cr
34	Wisdom street link - off road path	WR-200-wodent-004	Yamba Dr	Webster St
37	Corinna Street on-road facility	WR-200-wodent-012	Melrose Dr/Corinna Street	Callam St/Corinna St
54	Callam Street - on road Cycle Lanes	WR-200-wodent-002	Launceston Street	Melrose Drive
64	Garran Cycle route - on road lanes	WR-200-wodent-007	Yamba Drive/Robson Street	Hindmarsh Drive/Kitchener Street
92	Heysen/Devonport Streets Link - off road path	WR-200-TRUNWV-003	Heysen Street/Hilder Street	Devonport Street/Lyons Place
97	Bowes Street and Townshend Street - off road path	WR-200-wodent-001	Launceston Street	Corinna Street
139	Woden to Garran Link - off road path	WR-200-TRUNWV-001	Bootle Place, Phillip	Brereton Street, Garran
198	Yarra Glen/Melrose Drive/Yamba Drive intersection treatment	WR-200-TRUNWV-002	Yarra Glen/Melrose Drive/Yamba Drive	Yarra Glen/Melrose Drive/Yamba Drive