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# 6 STEPS TO ACTIVE TRAVEL

## WHY WE NEED MORE ACTIVE TRAVEL AND HOW TO GET IT

**Jo Clay MLA**  
Member for Ginninderra



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# WHY DO WE NEED MORE ACTIVE TRAVEL?

## What is active travel?

Active travel is any way to get around that doesn't involve a car. Most people think of walking and riding but we have lots of other options too, including skateboarding, scooters, E-scooters and E-bikes, all of which require more physical effort than sitting in a car. Even public transport involves active travel if you walk or ride to the Light Rail or bus stop. If it's more fun than driving, it's probably active travel!

## Our population is growing

Canberra is a great place to live. That's why our population is projected to reach 580,000 people by 2040. Canberra has traditionally been car-focused and in 2016, Canberrans had a higher mode share of car journeys than the average Australian city. But this level of car use isn't sustainable. It has a big impact on our environment and our city's liveability. In ordinary life outside of COVID shutdowns, we are already seeing peak hour congestion, slow commutes and parking pressures that were unthinkable in my childhood.



## Cities choke on cars

We cannot build our way out of congestion. Bigger roads and more car parks simply fill up with more cars. Cities with a population of half a million don't run smoothly if most adults drive most places. A recent HILDA Study showed that in Canberra, the average commute to work is less than 10 kilometres. But the time to make a round trip commute increased from 31 minutes in 2002 to 51 minutes in 2017. That is a long time to drive a short distance! Congestion in Canberra is getting worse at a rate over three times faster the average of Australian mainland Capital cities.

## Urban planning impact

When we design our cities around cars and encourage their use, we actively discourage walking and cycling. We make our environment less enjoyable for activities like outdoor dining and recreation. We also damage our natural environment, removing more trees for roads and harming more animals through collisions with cars. Car-focused urban sprawl means less land for nature. It is just expected that we will get in a car and drive. Dedicated space for parking removes space for residential housing, commercial space or green space. When people drive more, we get more illegal parking, which impacts our green space by damaging verges, median strips and plants.





## **We are in a climate crisis**

Over 60% of our Scope 1 & 2 carbon emissions come from our transport, primarily from Internal Combustion Engine cars (ICE cars). We are making headway by electrifying our transport with EVs, electric buses and Light Rail and by powering these with 100% renewables. New business models like scooter rentals and rideshare apps will also help. New technology like autonomous on-demand vehicles could transform our transport. All of these play a part in reducing our carbon emissions. But active travel remains a key ingredient. Active travel is the original zero-emissions transport.



## **We want flexibility**

The social trend over the past decade has been towards more casual and flexible work. Hours and business patterns have shifted even more during COVID. During lockdown, many suburban shops have boomed while city centres struggled. Online shopping took off. Employers embraced work-from-home. Family travel habits changed. These changes are hard to predict but it is unlikely we will return to previous fixed travel habits. We need more options that move us around outside of peak hours and across town, not just into the CBD and back at set times of the day. Active travel provides endless on-demand flexibility.

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## **We want to be healthy, wealthy and wise**

Active travel helps us to get healthy, save money and enjoy life. It supports multi-modal trips and means we can walk or ride to a Light Rail or bus stop and then jump onto public transport. It helps older Canberrans, who can no longer drive but can walk to their bus stop. It supports parents with prams. It gives kids freedom and exercise. During COVID, many more of us have taken to our shared paths for exercise, fun and transport. Active travel allows us to save money and live carefree and car-free. Households can save money by avoiding that second car. It supports physical and mental health and fights our sedentary environment. It reduces noise and air pollution from internal combustion engines and tyre and brake particulates. Not everyone is able to use active travel, but for those who can, it is a great option and it frees up road space and car parking for those who really need it.





## **We know we want more active travel, but we are not reaching our targets**

Canberrans love active travel and we have the highest level of cycling in Australia, but we're not increasing active travel fast enough to reach our goals. By 2026, Transport for Canberra aims to increase the mode share of work trips to 7% cycling. But in 2017, we only had 3% cycling. If we want a different result, we need to do things differently.

**Jo Clay MLA**  
**Member for Ginninderra**  
**ACT Greens spokesperson for Active Travel,**  
**Road Safety and Transport**



*Jo Clay on her bike ride to work*



# HOW DO WE GET MORE ACTIVE TRAVEL?

We know where we want to go. Here are six steps to get there.



## Step 1 — **Plan**

We need active travel to be at the heart of our city planning and building design.



## Step 2 — **Build**

We need to build good active travel infrastructure. This requires more funding.



## Step 3 — **Maintain**

We need to maintain active travel infrastructure to the same standards as our roads, and let the community know where and when we will be fixing it.



## Step 4 — **Promote**

Like any service, we need to promote active travel if we want to increase uptake.



## Step 5 — **Prioritise**

We need to prioritise cycling and walking and remove legislative and planning barriers.



## Step 6 — **Learn**

We need to learn what's worked in Canberra and other places to increase our active travel.

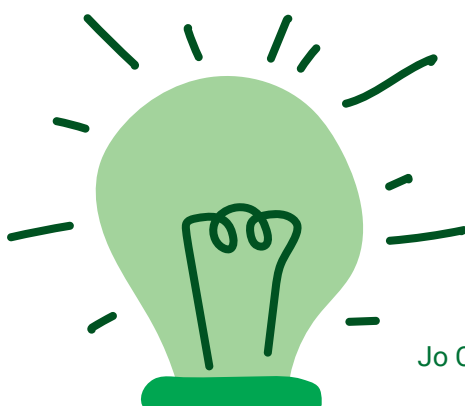
# HOW DID WE COME UP WITH THESE IDEAS?

I started with the ACT Greens existing transport policy and our 2020 election platform to kickstart a cycling revolution and build a world-class walking and cycling network to create a more sustainable Canberra. I looked at ACT Government active travel and transport policies and programs. I looked at work from active travel stakeholders in our community.

I sought feedback from those who already use active travel and those who work in the field. From November 2021 until March 2022, I consulted with the ACTCOSS, ACT Greens, Bicycle NSW, Living Streets, Pedal Power ACT, Public Transport Canberra and many individual members of Canberra's active travel community. I incorporated feedback from Pedal Power members, ACT Greens members and the 46 public submissions lodged in response to the ACT Legislative Assembly Committee on vulnerable road user safety. I've incorporated feedback and included direct quotes from Canberrans.

What do you think of these ideas? I would love to hear from you! Please contact me via Facebook or via email on [clay@parliament.act.gov.au](mailto:clay@parliament.act.gov.au) any time before 30 April 2022. Please also let me know if you would like to keep your comments confidential, otherwise I may use quotes.

Once I have compiled all of the feedback, I will use this to help Canberra move to the next stage of active travel.



# PLAN

**We need active travel to be at the heart of our city planning and building design.**

## Active travel corridors

We need off-road cycleways in the Territory Plan for Molonglo and all districts in Canberra. Even if we can't build the paths yet, we need to reserve them in the planning system and make easements. We need to locate these responsibly to make sure we protect precious ecological areas and habitat. This is why the Parliamentary and Governing Agreements provides that we should construct large scale cycling corridors in key areas of demand.

## Cut-throughs and walking laneways

We need cut-throughs and walking laneways in our suburbs to allow people to walk or ride a direct route without using arterial roads. These used to be a big part of Canberra's suburban planning but they are largely absent in the newer suburbs. They are particularly important around schools to make sure we are building off-road capacity for school children and casual active travel users.



*"Laneways were an important part of NCDC era planning in Canberra. I remember it used to make a huge difference for us kids cycling and walking to school as we could avoid arterial roads and just move from back street to back street in our suburb via laneways. Scanning some Gungahlin suburbs on Google Maps, laneways seem to be nowhere near as prevalent in the newer suburbs."*

**A CANBERRA WALKER**

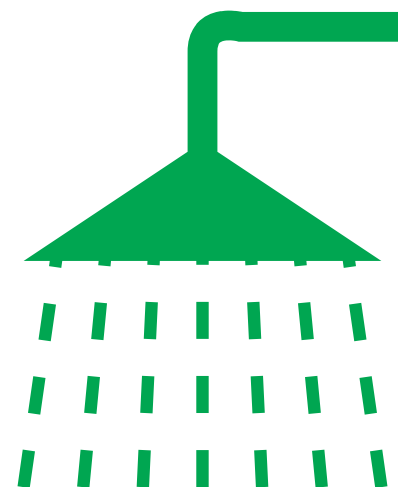
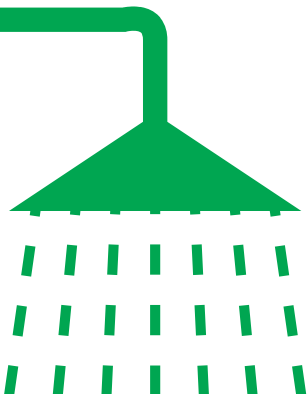


## Finalise End-of-trip Facilities DV357

Draft Variation 357 is proposed to replace the Bicycle Parking General Code in the Territory Plan. It will improve facilities for active travel users with bicycle parking, showers, change rooms, lockers and drying areas. This is really important to encourage commuters to switch from driving to active travel. They need to know they can shower, change and park their bike safely, or they won't ride. DV357 was originally launched as a 'recommended variation' in 2019. It should progress to further consultation if needed and then finalisation and implementation.

## Community-led Walking and Cycling Plan

Canberrans understand that it takes time to build new infrastructure and develop new suburbs. If people can see that it is coming, they are more likely to change their transport habits now or remain open to change in the future. They can also see how the new infrastructure will fit into their daily patterns of work, life, school and regular errands. If the new infrastructure is based on community demand and need, it is also much more likely to get high uptake. This is why the Parliamentary and Government Agreement provides that we should deliver a community-driven 10 year walking and cycling infrastructure priority plan.

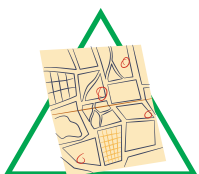


## Schools and suburbs built for active travel

We need to make sure we are planning and building a city we can navigate without cars. Kids need to be close enough to a local school that they can ride or walk there. We need local shops, cafes and pubs, or good public transport to these elsewhere. We need to make sure that new suburbs have services close enough to access with active transport, or well-enough connected to access with public transport.



## OUR PROPOSALS



### No. 01

Amend Territory Plan during the Planning Review to include off-road cycle corridors connecting every region of Canberra.



### No. 02

Ensure District Planning includes local school, shops and cafes with good active travel and public transport routes to access these.



### No. 03

Publish a community-driven 10 year walking and cycling infrastructure priority plan.



### No. 04

Finalise End-of-Trip Facilities DV 357.

# BUILD

**We need to build good active travel infrastructure. This requires more funding.**

## **Fund active travel properly**

If we want active travel to be a genuine substitute for car travel, we need to fund it properly. This is why the ACT Greens have called to build and maintain active travel infrastructure by allocating an amount equivalent to 20% of the roads and parking capital upgrade budget or \$20M per year, whichever is greater.

## **Complete the network**

We need a network that is comprehensive and well-connected, just like the road network. People may walk beside a quiet road or ride on a slow street, but many will not walk or ride on fast, busy, crowded roads. Suburbs and city centres should be well-serviced with footpaths.

## **Build to protect the rider**

Off-road shared paths should be built with all new major road projects. On-road cycle lanes with either grade or physical separation should also be included wherever possible. We should build to accommodate the amount of active travel we are aiming to reach, not for the amount of active travel we have right now.





## Missing links

Canberra has the start of a great network but it's full of missing links. Many will not walk or ride if they're not confident of finishing their journey without spilling onto a busy street. The ACT Greens started a 'Missing Links' map in 2020. Community groups, like Pedal Power ACT, also run missing links projects. Government can use these to help fill in the missing links.

*"I would regularly ride if new infrastructure was built with cyclists' input that was actually implemented." A Canberra Cyclist*

## Build it well

Our active travel standard for cycling is set out in the Active Travel Facilities Design Municipal Infrastructure Standards 05. This requires 2.5 metre-wide off-road shared paths for retrofits and 3.5 metre wide paths for greenfield developments. Many old paths do not meet this standard, but all new paths and repairs should be designed to meet the standard. All new paths should be built with sidewall root barriers which will prevent trees from lifting the bitumen. This is more expensive so needs to be planned strategically, but if root barriers were installed when paths were first built, much of our network would be in much better shape. Retrofitting root barriers should also be considered where this won't harm the trees.



*"We need to fill the cycle path gaps, for example, between Narrabundah and the lake bike path that ends on Wentworth Ave in Kingston. Fyshwick and Mitchell both lack safe through-commuting too."*

**HELEN**

## Build key routes, like the Belco Bikeway Extension

The ACT Government zoned and set aside a thoroughfare through Florey which was going to be a busway. However, this was never developed. This corridor from Coulter Drive to Ginninderra Drive and Copland Drive could be a high capacity, quality cycling link connecting North Belconnen and Florey to the town centre. These types of key cycling corridors are essential for improving active travel uptake.



*Zoning and satellite maps of land set aside for a busway that was never built. It could become a shared offroad corridor connecting north Belconnen and the town centre.*



## Lighting

We build and maintain street lighting, but key shared routes are often left in the dark. Lighting on shared paths helps people feel safe at night. It is particularly important that underpasses are well-lit and have good sight lines, otherwise people in general and women in particular will not feel safe using them.

## Conversion

On-street parking takes up a lot of space in busy city centres and cannot ever provide enough parking for a growing population. It often represents the worst of both worlds – loss of space for little real gain. Braddon is a good example of this. On-street parking on both sides of Mort Street and Lonsdale Street provide insufficient parking and also mean there's no room for an active travel shared path, so people can't leave their car at home and they can't find a car park if they drive. We need to keep enough parking near services for those who need to drive, such as people with a disability, those with very small children, the elderly and frail and those who are temporarily unable to walk due to illness. But many people could park nearby and walk or – better still – leave the car at home and use active and public transport. Active and public transport will be more attractive if we provide dedicated routes that do not require people to compete with cars on roads.



## Shade

Concrete and bitumen get hot and climate change will make this worse. We need more trees all through our suburbs, particularly near shared paths and footpaths with an immediate priority to increase shade in areas with the least existing tree cover. New planning laws and the program to plant 54,000 trees will help. We need to make sure trees help shade our shared paths and footpaths to reduce heat and sun exposure. Tree selection and path maintenance also needs to be targeted and managed so that tree roots don't damage shared paths and when they do, they're repaired.

## Bike racks and secure cages

Bike theft has increased. We need a design solution to this problem, because it is very difficult to police. Many Canberrans would like to use ebikes or good-quality bikes but these are expensive, and people don't want to leave them outside in high-risk areas without secure parking. We need more ACT Government secure bike cages and we should consider whether these need CCTV monitoring. We should also encourage businesses to provide more secure end-of-trip bike storage under DV357 and other measures. We also need more outdoor bike racks for those who want to use them. Bike racks are cheap to install and maintain and it provides a good visual reminder for active travel. Full bike racks provide social proof and encourage others to ride.



*"One of the problems many of us face trying to use bicycles for travel is bicycle theft. It is really quite a serious issue in the inner north. It has become for many of us a disincentive to active travel if our bikes are going to be stolen when fully locked up at Dickson interchange, or in the city, or elsewhere in Civic and surrounding areas."*

**JANET**

## Integrate public and active transport

Active and public transport are already connected. There are bike racks on those buses that can accommodate them. Bikes can be carried inside light rail carriages in designated spots. Fold-up bikes can be carried onto light rail and buses. There are bike cages at Belconnen, Nullabor Avenue Gungahlin, Kippax, North Weston, Lyons and Mawson. There are also bike racks at many light rail stops and some bus stops. But we need to integrate these better. We need to continue expanding bike parking to most if not all bus stops along rapid bus routes. We also need to make it easier to take bikes on interstate buses, trains and planes.

## Parking

The ACT Government should analyse areas with underutilised street parking and build dedicated bicycle lanes in these areas to better utilise already paved areas.

## Light rail pop-up lanes

The ACT Government has set up a Disruption Task Force to deal with disruption caused by Light Rail Stage 2. This project could introduce protected pop-up lanes on Commonwealth Avenue Bridge and alternative routes to reduce traffic flow during the disruption. It could also give priority to active travel over private cars.



*"It should be easier to take bikes on interstate buses, trains and planes. The requirement to box the things up and DRIVE your bike to the bus or train-station/airport is silly. Bikes are just another odd shaped object and should be treated as such just like strollers and all the other stuff that moves as cargo without its own box. This would be a boon for interstate and international cycle tourism as well."*

**MARK**





## OUR PROPOSALS



### **No. 05**

Spend the equivalent of 20% of the capital works road budget on dedicated purpose-built infrastructure for walking, cycling and active travel. This will allow ACT Government to complete the network and fill in gaps, build to protect the rider and build it well, build key routes, ensure bike paths have lighting and shade where possible, install bike racks and secure cages and include protected pop-up lanes as part of the Disruption Task Force.



### **No. 06**

Increase FTEs for Roads ACT to manage, build and maintain active travel infrastructure.



# MAINTAIN

**We need to maintain active travel infrastructure to the same standards we apply to our roads and we need to let the community know where and when we will be fixing it. This requires more funding and greater transparency.**

## Roads, footpaths and shared paths

Roads ACT maintains 7,242 kilometres of surfaced roads in the Territorial and Municipal roads network. Roads ACT are required to maintain these roads so that at least 90% are in good condition. 2019-20 funding resulted in 5.4% of the Territorial road network and 4.1% of the municipal road network being resurfaced.

We also have 2,500 kilometres of footpaths and 1,000 kilometres of shared paths. But funding for maintenance is unclear and we have no target for maintenance. In 2021, the Planning, Transport and City Services Committee recommended that ACT Government set a target that at least 90 per cent of shared paths and footpaths be maintained in good condition. In 2022 Annual Report hearings, ACT Government advised that a full audit of the footpath and shared path network had been complete. A published report and an accountability indicator for ongoing maintenance will help build confidence in our network.



*"The biggest issue I have....? The atrocious condition of the shared paths - ruts, tree roots, potholes, poor alignment (as in difficult curves and path intersections), sand, mud and debris build up, and dozens of locations where water pools or the path floods."*

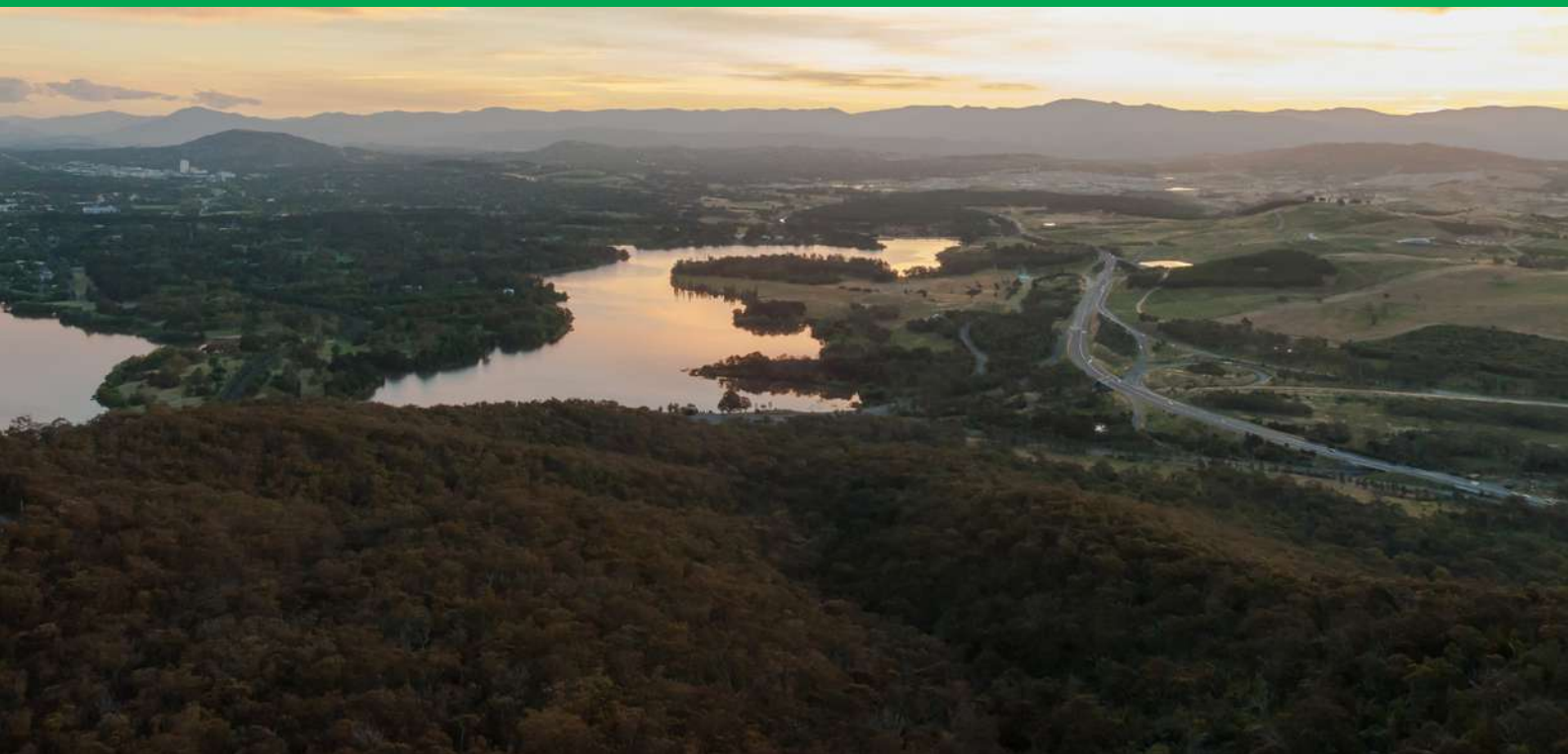
**A CANBERRA CYCLIST**



## **Fix My Street and maintenance lists**

People in our community often report damage to shared paths and footpaths through Fix My Street and other channels but they are not told when these are fixed. Community groups like Pedal Power ACT maintain lists of critical repairs needed but ACT Government do not publish upcoming repairs or top priorities, so no one knows when and where repairs will be made. Repair jobs are outsourced in batches and until a batch is at procurement stage, it is difficult to confirm whether and when the repairs will go ahead, but repairs could be made public at some stage in this process.

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## OUR PROPOSALS



### **No. 07**

Publicly report the audit of footpaths and shared paths and set a target that at least 90% of active travel infrastructure is maintained in good condition. Include this accountability indicator in Annual Reports.



### **No. 08**

Maintain a public list of active travel infrastructure repairs conducted in the past year and upcoming repairs that have been procured.



### **No. 09**

Increase the maintenance budget for active travel infrastructure so that it is sufficient to maintain the network of footpaths and shared paths to 90% good condition.



# PROMOTE

Like any service, we need to promote active travel if we want to increase uptake.

## Active Travel Office

The ACT Government Active Travel Office delivers policy and programs to support walking and cycling. The Active Travel Office have 2 FTE staff.

## Government programs

Existing ACT Government programs promote active travel. “Make the Move” through the Conservation Council offers four workplaces a 6-week supported program to help employees trial active commuting. “Ride or Walk to School” supports primary school children to use active travel to get to school. “Active Streets for Schools” improves infrastructure to support children walking or riding to school. “It’s Your Move Safe Cycle” supports Year 7 children and their teachers to set up a safe cycling program. The School Crossing Supervisors program provides lollipop people to help children cross the road.

## Non-government programs

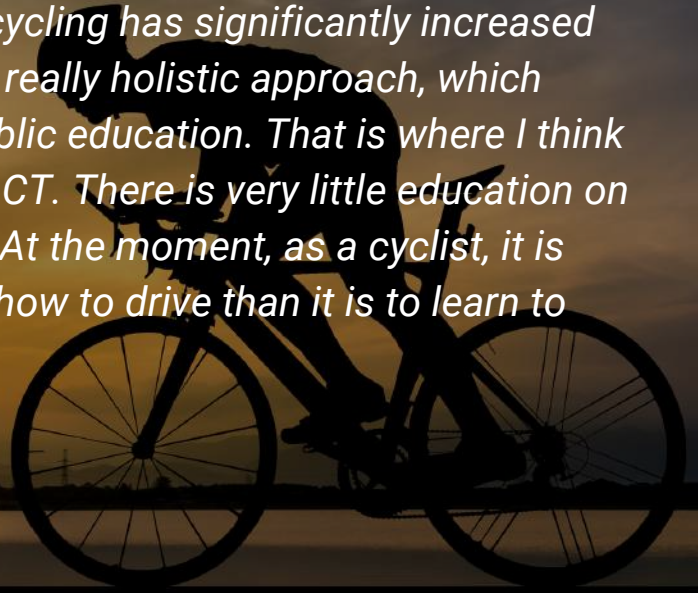
Community groups also promote active travel. Pedal Power’s “Girls on Bikes” connects migrant and refugee women through cycling. Pedal Power’s “Big Skills for Small Bikes” at Lyneham High teaches adults how to teach children to ride safely. Pedal Power’s “Cycle Well” provides adult beginner riding courses. “Cycleabilities” provides cycling classes for 3-8 year olds with additional needs, disabilities or other barriers to riding.





*"If you look at jurisdictions where cycling has significantly increased over time, then they tend to have a really holistic approach, which includes infrastructure but also public education. That is where I think there is a real opportunity for the ACT. There is very little education on cycling for the general population. At the moment, as a cyclist, it is easier to get lessons to teach you how to drive than it is to learn to cycle safely."*

**CLAIRE**



### **Limited reach**

Many programs are aimed at schools but school autonomy means there is no consistent coverage. When a motivated teacher or cohort of students or parents leave, the program may fail. All of the available programs are excellent but they reach limited numbers and are not well supported with a promotions budget.

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## **Climate change strategy**

The ACT Climate Change Strategy 2019-2025 contains car-free days and car-free areas to allow Canberrans to experience a different way to use our roads, but we haven't yet implemented these great ideas.

## **New approaches**

ACT Government has many promotional tools that could be used to support active travel. For instance, mandatory driver training and annual licensing could include information about active travel programs and road safety for vulnerable road users. Private sector channels could also be engaged. Those placing car ads in France are now required by law to place ads encouraging active and public transport too.

## **E-bikes**

There is a growing appetite and awareness of E-bikes and they have been transformative in other cities. They allow people to ride much greater distances than they otherwise might and they support sweat-free active travel. But E-bikes are still expensive with most good models costing over \$2000 and cargo E-bikes costing \$3000+. The up-front purchase cost is still a barrier for many Canberrans. The ACT Government should look at ways to make E-bikes more affordable, such as including them in the Sustainable Household Scheme.





## OUR PROPOSALS



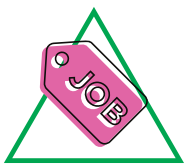
### **No. 10**

Audit the ACT Government and community group programs on offer, report how many people they reach each year and report barriers like irregular schools coverage. Report back by the end of 2023.



### **No. 11**

Increase funding for all cycle programs and for school programs in particular.



### **No. 12**

Add one new FTE position and an increased promotions budget for the Active Travel Office to promote cycling.



### **No. 13**

Test out innovative ideas in 2022, like one car-free day and one new car-free zone for each electorate and new channels for public and private sector active travel messaging. Measure the impact.

# PRIORITISE

**We need to prioritise cycling and walking and remove legislative and planning barriers.**

## Slow streets

The Slower Streets initiative is reducing speed limits in town and group centres to 40 km per hour. We need more of these zones and they need better enforcement or traffic calming to ensure that speed limits are observed. Mixed-mode spaces with cars and bikes are even safer when speed limits are 30km per hour and this is becoming the new standard worldwide.

## Priority by design

Active travel should not lose priority to car travel. Traffic light sequencing and transitions should encourage walking and cycling. For instance, sequencing should allow a pedestrian to cross all lanes of Northbourne Avenue at MacArthur Avenue, Barry Drive and other high traffic intersections in a single light change, not over multiple light changes. Shared paths should keep priority when they cross road traffic, with zebra crossings and traffic lights used as required. This allows people to cross busy areas more quickly walking than driving. Intersections should be designed to slow down cars and make active travel users more visible. Bike traffic boxes should be installed in key riding areas such as around the ANU, Civic and town centres, so that bikes sit ahead of cars at traffic lights and are easy to see.

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*"A 40 km/h speed limit should apply to all local streets (or better still 30 km/h as in Europe). Traffic calming measures and priority for vulnerable road users and those on paths crossing roads are very important."*

**JOHN**

## Helmet law exemptions

Helmets protect cyclists from head injury in case of an accident and helmets should be encouraged. But some people cannot or do not wish to wear a helmet and cycling participation dropped when mandatory helmet laws were introduced in Australia. In 2020, the ACT Government introduced an exemption on religious grounds to mandatory helmet laws to allow people to cycle whilst wearing religious headwear. This was in line with changes made in other Australian states. Other exemptions should be considered.

The Northern Territory maintains an exemption to mandatory helmet laws where riders only have to wear helmets when on-road, allowing people to ride on shared paths and footpaths without a helmet. This off road exemption could be trialled and the effect on participation measured to see if this increases cycle commuting, especially for short distances within suburbs.



*A quarter of the population of the Netherlands cycle every day. Helmets are not mandatory and there is better infrastructure for safer streets for cyclists.*



## Retrofit to avoid school congestion

Traffic congestion around schools slows everyone down. More cars and congestion make parents less likely to encourage their kids to walk and ride as they will not feel it is safe, and this in turn leads to more cars. Government should retrofit schools to maximise active travel and minimise car drop-offs. Crossings should be installed at all lines of desire and footpaths should take priority. For instance, the footpath into Lyneham Primary School crosses busy driveways and carparks for Lyneham Primary and Brindabella Christian College. This should be redesigned so pedestrians have seamless priority access on foot and do not have to compete with cars by crossing busy driveways and access points.

## Vulnerable Road Users

The ACT Government has set excellent policies with Vision Zero and the ACT Road Safety Strategy. But laws and enforcement are not doing enough to protect vulnerable road users who are cycling, walking, scooting, skating and motorcycling. We need better laws to protect vulnerable road users and this has been identified. I introduced a Bill to protect vulnerable road users in 2021 and the Government has also introduced a Bill. At the time of writing, a bill to improve road safety was currently before the Assembly for consideration.



*"I would feel safer if road safety for cyclists was taken seriously... I do not cycle on the road in the ACT unless it is a group event with partial road closures. I am a small female and simply do not feel safe cycling in the ACT."*

**CAROLYN**

## Urban car parking

Standard urban design requires minimum mandatory car parking for residential and commercial developments based on car-dominated travel. Parking space should be reduced in targeted areas, either on a demonstration precinct basis or in any area that is well served by public and active travel. Priority car parking for those with special mobility needs should be maintained. Planning requirements should be reframed and developers encouraged to decouple the ownership of car parks from apartments, so that car parks can be leased and sold separately in already constructed buildings.

## OUR PROPOSALS



### No. 14

Amend road safety laws and mandatory helmet laws to encourage active travel and provide better protection for vulnerable road users. Promote any changes with road safety education campaigns.



### No. 15

Reduce urban car parking where good public and active transport are available and decouple parking from apartment sales so that people can separately lease or buy a car park if they need one.



### No. 16

Retrofit schools to encourage active travel and ensure paths and crossings prioritise active travel.



### No. 17

Introduce more Slower Streets zones and consider 30 km per hour limits.



### No. 18

Prioritise by design with traffic light sequencing and intersection design that prioritises active travel.

# LEARN

**We need to learn what's worked in Canberra and other places to increase our active travel.**

## **Household travel survey**

The ACT and Queanbeyan-Palerang Household Travel Survey gains detailed travel data. It was last conducted in 2017. Prior travel surveys were conducted in 1997 and 2009. Canberra's population and travel habits are changing quickly and we need detailed data more often.

## **Suburb case studies**

Travel patterns differ across suburbs but we have limited understanding of why. For instance, Kaleen and Aranda are around the same distance from the city centre but Aranda has twice the cycling uptake. Similarly, some suburbs have much higher rates of walking than others. Comparative case studies could analyse active and multimodal trips to see what's working.

## **Accident data**

Accident data needs to properly capture vulnerable road user incidents and injuries and this should be captured in all incident data.

## **Cordon Counts and Bike Barometer**

Pedal Power has been conducting regular Cordon Counts for ACT Government since 2003 to measure cycling over time. These inexpensive snapshots should be conducted each year and expanded to key locations, like group centres.





## Overseas lessons about congestion

Congestion is a problem in every city around the world. Governments often try to solve it by building more roads, but more roads simply fill up with more cars. Many cities are now increasing active travel and public transport instead in order to decrease congestion. Amsterdam and Copenhagen are well known for good design and investment to make active travel a primary choice. Seoul, South Korea and Portland, US are more recent examples. In Seoul, a highway was converted into a stream with good active travel access at Cheonggyecheon. Paris has just updated its “Plan Velo” to turn it into a 100% cycling city including hundreds of millions of dollars in investment. Canberra should study the cities that have reduced congestion and make a clear policy decision about whether continued road duplications will fix congestion, or whether investment is better directed into active travel and public transport.

## Barriers

Find out common barriers for Canberrans who’d like to walk and cycle more, but don’t. These might include aspects of our environment that are difficult to change, such as Canberra’s weather and swooping magpies. Ask Canberra’s innovators to come up with solutions, such as the Canberra Innovation Network, Mill House, the ANU or UC. Look at the latest science around the country. Ask Canberra’s community and stakeholders for ideas. Promote the solutions.

“

*"Swooping magpies are the main reason I don't cycle and I don't like how the whole issue is treated like a joke. But I'm not sure what can be done, nor am I sure how widespread my mostly irrational phobia is."*

**DANIEL**



## OUR PROPOSALS



### **No. 19**

Study cities that have successfully reduced congestion and make a policy decision about whether road duplication solves congestion, or whether that investment is better made in active travel and public transport. Consider if some roads might be removed or reduced to make more space for community and less public space for cars.



### **No. 20**

Run annual Cordon Counts and a Household Travel Survey at least once every 5 years.



### **No. 21**

Run a desktop study on overseas cities and a Canberra suburban comparison case study to see what works to increase active travel once every 3-5 years.



### **No. 22**

Improve accident data collection in consultation with key stakeholders to collect comprehensive data about accidents affecting vulnerable road users.



## **This report was compiled by Jo Clay**

Jo is the ACT Greens member for Ginninderra, a lifetime Belconnen local and an avid walker and cyclist. Jo holds the ACT Greens portfolios for Active Travel and Road Safety, Parks and Conservation, Animal Welfare, Arts and Culture, and the Circular Economy.

**We thank everybody who contributed their time, knowledge and expertise to this report. We'd particularly like to thank ACT Greens members and Pedal Power ACT for their input.**

If you have any questions or comments about the information in this report, please get in touch with Jo.



## **Contact**

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# **6 STEPS TO ACTIVE TRAVEL**

**WHY WE NEED MORE ACTIVE TRAVEL  
AND HOW TO GET IT**



Authorised by Jo Clay MLA