



Inner South Canberra Community Council

ISCCC SUBMISSION IN RESPONSE TO ACT ACTIVE TRAVEL PLAN

The Inner South Canberra Community Council (ISCCC), representing residents' groups in the inner south, is pleased to provide comment on the Active Travel Plan (published 27 July 2022).

The ISCCC is generally supportive of the Active Travel Plan for Canberra and agrees with the Priority areas for implementation. We have some comments and suggestions addressing the Priorities and Actions in the submission below.

ISCCC strongly believes that maintenance and upgrades of footpaths are of critical importance when promoting and implementing an active travel strategy. Inner south residents have raised access to, and condition of footpaths and cycle paths as a top 5 concern in response to the ISCCC's online survey in 2019/20¹. The footpaths which exist in these older suburbs are in urgent need of repair. One major problem is the lack of lease compliance and follow up to ensure developers fix damage caused during construction on residential and commercial blocks. In addition, most old paths have fixed curbs that make it difficult for people with strollers, mobility scooters, wheelchairs, e-scooters and other mobility aids to cross streets.

We have encouraged our members to make individual contributions via Have Your Say, on the interactive maps of cycle and foot paths and the overall plan.

Priority 1 - Reinforcing the existing network by upgrading paths with methods to separate transport modes and to increase safety should be given a high priority, especially on primary routes. Routes such as Adelaide Avenue provide little separation between vehicle, cycle and pedestrian modes and this is a major obstacle to its use, especially for commuters to and from the city. Quick build treatments to test design solutions should be prioritised for these primary commuter routes.

Cotter Road should be prioritised for active travelling upgrades and extended through to the intersection with Adelaide Avenue and connected to Canberra Avenue to accommodate growth and usage from the rapidly developing Molonglo Valley.

Development of Light Rail Stage 2B will have a significant impact on Deakin and other inner south areas. Now is an ideal time to develop viable Active Travel routes that can be incorporated efficiently into future transport network design and provide a timely response to Light

¹ ISCCC online survey: <https://www.isccc.org.au/final-report-on-isccc-online-community-survey-2019-20>, p.7

Rail disruption. Consultation has yet to be undertaken with residents' associations to discuss concerns and options.

Priority 2 - Being an area of older suburbs, the inner south has a number of footpaths which are narrow, no longer fit for purpose and have deteriorated over time. Further attention to repairing and widening these paths could encourage and support more residents to take up the option of active transport.

The Active Travel routes should be reviewed with all relevant stakeholders to ensure they connect key locations such as shops and schools, are coherent with current and future use patterns, be separated from road traffic, and provided with appropriate priority at road crossings.

Some areas identified by residents for improvements include:

- Area around the Fyshwick markets, Railway station and light industrial/commercial area of Fyshwick. Considering the future development of Eastlake and Dairy Flat Road and the growth of the old Narrabundah area, there is room for improvement and connectivity by walking, cycling and other transport means, such as electric scooters, around these areas.
- Telopea Park (more space for shared pathways) and Brisbane Avenue (degraded footpaths)
- The East Lake Place Plan needs attention to allocating space for new active paths and to connect to Fyshwick, Narrabundah and Dairy Rd because there will be more residents and the wetlands paths are quite busy now. We need a better network.
- Deakin residents are concerned at the lack of cycle path infrastructure in their area. Continuing growth in suburban traffic and commercial area development within the suburb has highlighted the inadequacy of the current network. The Deakin Residents Association is seeking to accelerate the development of key active travel routes in the inner south-west of Canberra in conjunction with Pedal Power.
- Red Hill has some good access paths around the Red Hill Reserve area; however there are concerns around the condition of many footpaths, particularly with a large cohort in the area of senior citizens. Particular attention should be given to areas adjacent to aged care facilities in Red Hill, Narrabundah and Griffith.
- Older residents have identified a need for more seats to be available on regularly used paths. For example, at Voyager Park near Red Hill school, elderly residents on the footpath often pause to watch the children playing.
- A focus on fixing paths leading to local shops, such as Loftus and Novar Streets leading to Yarralumla shops, would encourage more active transport in the community. Safer pedestrian access along Hopetoun Circuit across the off and on ramps to Adelaide Avenue between Yarralumla and Deakin is also critical.

Priority 3 & 5 – We have seen a strong uptake of emerging types of active travel such as electric scooters. Whilst acknowledging the convenience of these types of vehicles for short trips around town and for conveniently connecting to other forms of transport, some residents have expressed concern about safety aspects, particularly on shared pathways

around shopping and town centres and areas where overhanging shrubbery around driveways obscures the view of pedestrians and scooter drivers/cyclists.

Even though education activities are referred to in the Plan, we consider that a separate action could be added on rolling out safety education campaigns whilst 'bedding down' this (still relatively) new addition to our active transport options.

A compliance program regarding 'right-of-way' rules should be developed and enforced to ensure shared pathway arrangements are being complied with.

There also needs to be an awareness campaign for residents to maintain clear areas around their driveways so that risk for the travelling public is reduced.

To provide clear passageway for pedestrians and cyclists, Access Canberra should monitor illegal parking, erect bollards where necessary and issue fines as a deterrent.

As well as developing actions to support Canberra residents' take-up of active travel, it would also be beneficial to encourage visitors to take up active travel options when visiting Canberra. Actions could include communications materials at airport, railway and Jolimont centres, and social media and online communications materials, updated signage and bicycle/scooter hire options with easy and available parking.

Thank you for the opportunity to comment on the Plan and we look forward to working with TCCS to further promote and encourage the uptake of active travel.



Marea Fatseas
Chair
24 August 2022