

# Draft Active Travel Plan

## Submission from the Curtin Residents Association

Curtin Residents Association email: [info@curtinresidents.asn.au](mailto:info@curtinresidents.asn.au)

### Overview

The intent of the ACT Government's Draft Active Travel Plan—*More Canberrans walking and cycling more often to improve quality of life*—is welcome. However, the Plan focuses far too much on areas close to shops and schools for walking and on cycling between Group and Town Centres.

**The objective of *More Canberrans walking and cycling more often* will only be realised if the focus of this Plan is a person's whole journey, from home to destination, and not just those parts of that journey that are covered by the current Draft.**

Recreational walking and cycling are also important for realising the objective as are trips to the shops and other local services; however, they are neglected in this Draft Plan. **The measures of success** on page 10 of the Draft Plan are narrowly focused on work-related travel: they **must be expanded to include recreational walking and cycling, and trips to the shops and other local services.**

**Discussion of e-mobility technologies in the Draft Plan is too near-term.** In the relatively near-term (roughly the next five years) more people may prefer to use a small electric vehicle (a three-wheeler, like those used for postal delivery) rather than a car for short local trips but would not use an e-scooter or electric-boosted bicycle. These small electric vehicles would make a journey easier than walking and give some shelter from the weather for local shopping and other visits. They should be included in the ACT's Active Travel Plan.

**Improving infrastructure for walking, cycling and e-mobility within Curtin is a pre-requisite** if more Curtin residents are to walk, cycle and use e-mobility devices more often to improve their quality of life. This extends to the surrounding district: connections with adjoining suburbs and the nearby Town Centre.

### **Improving infrastructure for walking, cycling and e-mobility within Curtin**

The following first steps for improving this infrastructure should be included in the Active Travel Plan. These improvements will be a first step toward a satisfactory infrastructure to support Curtin residents for the whole of their journey from their home to their destination.

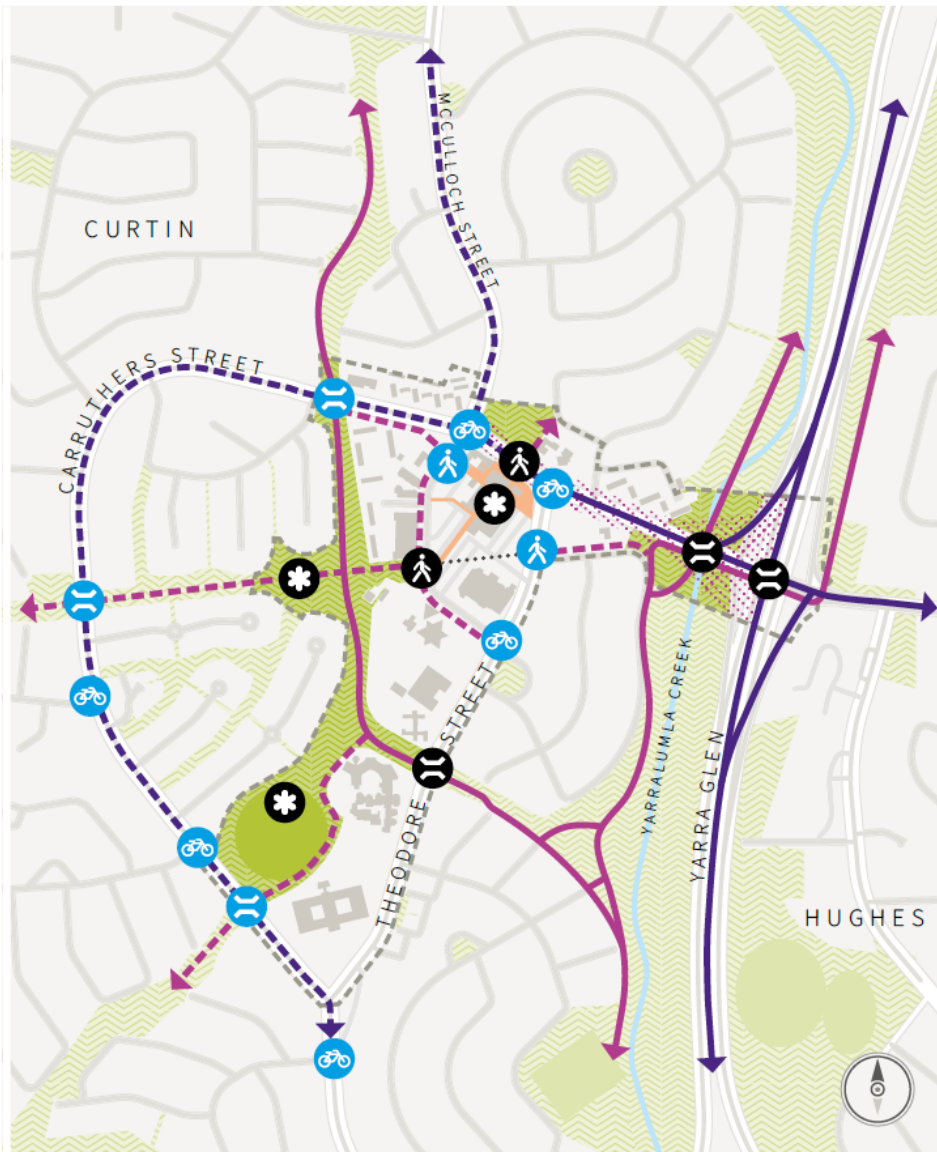
A general point is that the 'collector' routes on the suburban spines should not be considered secondary. They are important in encouraging active travel within the suburb as well as connecting to bus and future light rail stops, and to the major routes between suburbs and to the Town Centre.

1. Implementation of the walking and cycle network for Curtin that is in the Curtin Group Centre Master Plan (see Map 23, page 74; reproduced in the Appendix).
  - The shared path from Yarra Glen along Martin Street to the Group Centre is particularly important to connect the cycle and walking paths along Yarra Glen with both the Group Centre and the Western open space, which is a key public space and through which connectivity can be provided to much of Curtin.
2. Upgrade the path through the North–South open space between Lyons, Curtin centre, and North Curtin oval to a shared path that can safely accommodate both walkers and cyclists. Existing pathways are too narrow, with bad corners, and are used by an uncomfortable and dangerous mix of bicycles, e-scooters, pedestrians and their dogs.

As well as improving walking, cycling and use of e-mobility devices within Curtin this would:

- Connect Curtin to two major cycle paths: one along Devonport Street in Lyons and the other on the south side of Cotter Road.
  - Improve walking, cycling and use of e-mobility devices between Curtin and Lyons. This is important because Curtin is the local primary school for Lyons.
3. Build a shared path through the Western open space from the Curtin shops to Curtin Ridge.
    - The route through the Western open space from the Curtin shops to Curtin Ridge is heavily used and has become very eroded. Building a shared path along this route will improve its safety for walkers, cyclists and people using e-mobility devices and lead to increased use.
  4. Upgrade the main shared path for pedestrians and cyclists along Yarralumla Creek beside Yarra Glen to make it safe for a mix of pedestrians, cyclists and e-mobility devices.
    - The main shared path for pedestrians and cyclists along Yarralumla Creek is not safe for its mixture of local walkers with fast commuting bikes. There must be separated pathways for the suburban part of the route from Woden Town Centre and through Curtin at least as far as the Cotter Road underpass.

Map 23: Proposed cycle network for Curtin



LEGEND

- |   |                                      |   |  |
|---|--------------------------------------|---|--|
|  | ON-ROAD CYCLE LANE                   |  | KEY PUBLIC SPACES  |
|  | PROPOSED ON-ROAD CYCLE LANE          |  | EXISTING CROSSING  |
|  | EXISTING SHARED PATH                 |  | PROPOSED PEDESTRIAN CROSSING                               |
|  | PROPOSED SHARED PATH                 |  | IMPROVE PEDESTRIAN AND CYCLIST CROSSING POINTS             |
|  | CONNECTION THROUGH RETAIL CORE AREA  |  | IMPROVE CONNECTION BETWEEN UNDERPASS AND ROADSIDE FOOTPATH |
|  | ENHANCE ENTRY TO CURTIN              |  | UNDERPASS  |
|  | PEDESTRIANISED 'HEART' OF THE CENTRE |   |  |