

Active Travel Plan

2024-30

More people walking and riding more often



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Acknowledgement of Country

We acknowledge the Ngunnawal people as traditional custodians of the ACT and recognise any other people or families with connection to the lands of the ACT and region. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.



Minister's foreword

More active travel will enhance our quality of life in Canberra

Canberra has a proud identity as a city of active people with some of the highest rates of walking, cycling and other forms of active travel in Australia due to our strong legacy network of paths. These modes are at the centre of the ACT Government's plans to make Canberra an even more liveable and sustainable city.

Active travel includes walking, cycling, scooting, skateboarding and other types of micromobility. It is inclusive, supporting people who use assistive devices, those who use the network for equestrian activities and people who don't have access to, or choose not to use a car. These modes of travel and recreation are an important part of enhancing our quality of life and moving away from our city's past character as a car dependent city.

Active travel is particularly important, firstly because it is highly equitable. Everyone does it, even if they are walking or rolling from a car park. And secondly, our city, and how we move around it, is changing.

Recent climate events have heightened the need for resilience and sustainability in our transport system. Supporting and promoting active travel will support a shift to more sustainable forms of transport helping us to cut transport emissions and make progress towards a zero emission future.

We have a growing population with more people travelling around the city to get to work, school and services. The ACT Planning Strategy sets out our city's future as a more compact and efficient city. Active travel and micromobility will continue to help move larger numbers of people more efficiently, helping to reduce congestion. A city built for active travel supports the vibrancy of our streets and neighbourhoods by making them better places for people.

The COVID-19 pandemic has also accelerated changes in how we work and study. We have seen fuel prices increase significantly due to global uncertainty presenting an opportunity to enhance low cost forms of transport. Emerging technology provides both new travel options and policy challenges. People got a taste for more walking and cycling, particularly within their local communities and we want to build on that.

We recognise that in the midst of this change, there is an important opportunity to support new transport habits that will last into the future, are good for our health and will strengthen community wellbeing.

In July 2022 we released the draft Active Travel Plan for public comment. There was strong engagement from you that you share our vision for the Plan and that you want to work with us to achieve this vision quickly. Since that time we have continued to deliver on the key actions including development of the draft Design Guide: Best practices for urban intersections and other active travel infrastructure in the ACT. This final plan confirms the vision of more Canberrans walking and cycling more often to improve quality of life. We look forward to working with you to create active streets that are safe, accessible and walkable – designed for people first, not cars.

Chris Steel MLA

Minister for Transport and City Services



The vision: More Canberrans walking and cycling more often to improve quality of life

Our vision is to enable more people to take up active travel. That means making it safer, accessible, more convenient and more pleasant to choose walking, cycling and other types of active travel – whether for transport, recreation or social activities.

Walking and riding are very popular forms of recreation and great ways to keep fit, explore Canberra and socialise. Many people enjoy walking or riding to get around their suburbs in their leisure time, to visit their local shops, cafes and services. Some Canberrans also walk or ride on a daily basis to work or to attend school and university. Sometimes people use active travel on its own, and sometimes they use it for part of a journey which also includes public transport or private vehicles.

Canberrans can be proud of our...

- high rates of cycling – up to 23% of Canberrans ride a bike during a typical week
- high rate of active travel for social and recreational trips – over one-quarter of all social and recreational trips in the ACT and Queanbeyan are made by walking and cycling
- active travel infrastructure embedded into our city's development – as Canberra has grown we have delivered footpath and cycle paths that today total over 1,000 kilometres of shared paths and 2,500 kilometres of footpaths
- being rated as the best city for 'Access to transport' with 65% of dwellings being situated within 400m of public transport with a reasonable service. (Australia state of the environment 2021 report).

Why active travel?

Active travel supports the kind of Canberra we want to be

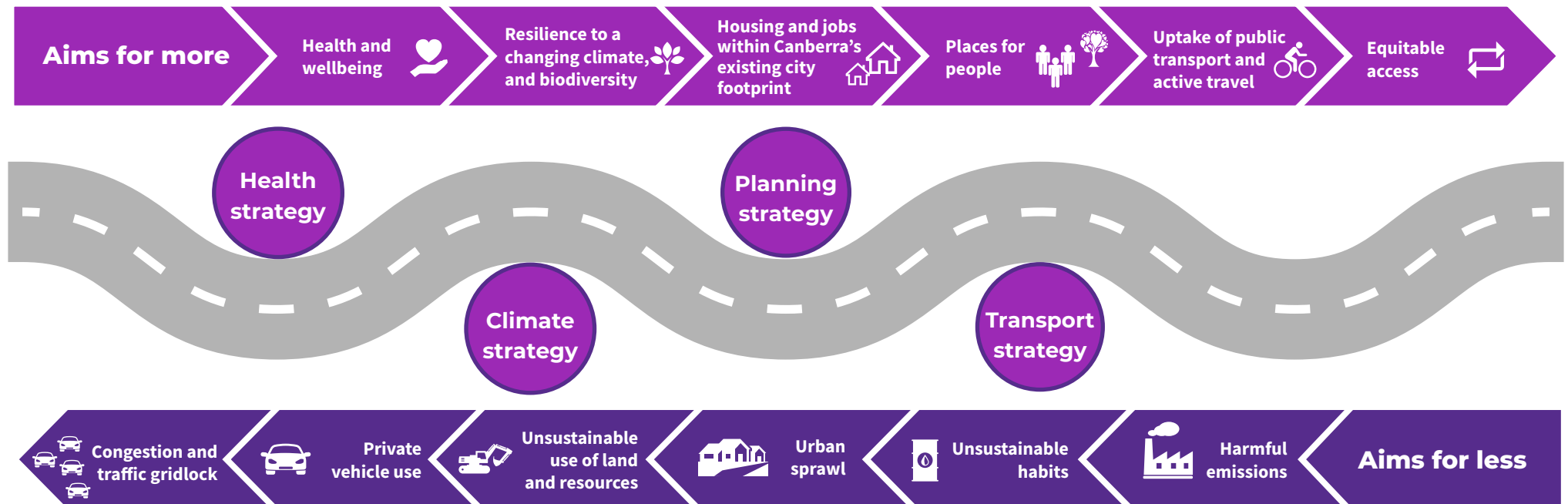
Active travel is a sensible, enjoyable option to get to the places we need to be. For short trips it can be faster and more convenient to walk or ride a bike and provides an opportunity to exercise, connect with nature and our community, and it can also save us money. Many of us do it already, but we could be doing more.

Increasing active travel also delivers on the four key ACT Government strategies ([The Preventive Health Plan](#), [Climate Change Strategy](#), [ACT Transport Strategy](#) and the [ACT Planning Strategy](#)). These outline our plans and priorities for achieving a compact, efficient and sustainable city. Delivering on our vision for active travel will help us to make progress in all of these important areas. In turn, this will also support the wellbeing of Canberrans under the ACT's Wellbeing Framework, particularly in the domains of Safety, Health, Time, and Access and Connectivity.

The health and liveability of our people and our city depends on active travel and micromobility

Every journey Canberrans take on foot, by bike, skateboard or scooter helps make our city cleaner, healthier and less congested. People who walk and ride take up less space than cars. Everybody walks somewhere, even if it is from the car park and walking is one of the most popular forms of physical activity. Cycling and other forms of micromobility can move people quickly and efficiently around our local communities and across our city. Walking and cycling are great for our health and can give us an immediate mental boost. Walking for an average of 30 minutes a day can lower the risk of heart disease, stroke, and diabetes by 30 to 40%. So we want to provide the opportunity for more people to choose these transport and recreation options, more often. If active travel becomes a bigger part of the transport mix for a range of individuals, collectively this will make a huge difference to Canberra's health, wellbeing and liveability.

Graphic: Objectives of the Climate, Planning, Health and Transport strategies



As noted in [Healthy Canberra: ACT Preventative Health Plan 2020–25](#), people in the ACT are not moving enough, and it is impacting our health. Active living, whether at home, at work, during leisure time or getting to and from places, promotes a range of health benefits, prevents chronic disease, and helps to maintain healthy weight. Modern lifestyles, increased use of technology and screen time, and a heavy reliance on cars all contribute to less active lifestyles.

Active living is about taking opportunities to integrate physical activity into daily life so that people move more throughout their day. Small increases in physical activity can have long term benefits for health and wellbeing. To enable more active living, our neighbourhood streets need to be activity-friendly for the entire family and for people of all ages and abilities. It is important that Canberra’s urban design allows people to easily and safely walk around their local community and encourages physical activity and active recreation.

Physical activity can be built into daily routines through choosing active forms of transport. This includes walking or riding a bike to school or work or using public transport. People also need the skills, confidence and knowledge to help them be active every day. This learning begins in childhood and is supported within families.

We want to keep Canberra inclusive and accessible

We want all Canberrans to have a high quality of life, opportunity and fair access to life’s essentials. In the past, transport policy and investment decisions have sometimes favoured transport modes like driving over affordable and inclusive modes such as walking and cycling or have assumed a single set of needs regardless of the barriers faced by some people. We want to ensure that all Canberrans – including those without a private vehicle – have transport options that are accessible, sustainable and don’t impose big cost of living impacts like those seen recently with rising fuel prices.

Our city is growing

There are some historical challenges to walking and cycling in Canberra. Our city’s original planning has delivered many benefits, including plenty of large open spaces to walk and ride for recreation.

But it has also led to a low-density, spread-out city, with street layouts in some areas that don’t suit everyone for active travel or public transport. While parts of the city are ideal for active travel and micromobility, the network provision, and active travel rates, are unevenly distributed. This has led to many people defaulting to the private motor vehicle, for every single trip.

Despite the fact that many trips are short, Canberrans drive more car kilometres per person than residents in any other Australian city. Because of population growth, Infrastructure Australia forecasts that by the 2030s the ACT and Queanbeyan will generate almost one third more trips a day than are taken now. If these new trips are mostly taken by car, our transport network will become more congested. This will lead to traffic gridlock and a loss of the great quality of life Canberra is known for. In economic terms, the daily cost of road congestion is forecast to increase from \$800,000 in 2016 to \$1.5 million in 2031.

Planning for a compact and efficient city which enables more people to choose active travel – together with public transport – will help avoid these congestion challenges as our city grows.

Tackling climate change is urgent and essential

The ACT Government is working to achieve net zero emissions by 2045, as part of our strong local action on climate change we cannot achieve this without reimagining how we travel and what our streets are like. The ACT Climate Change Strategy places a strong focus on reducing emissions from the transport sector, which accounts for over 60% of ACT emissions. While low and zero emission vehicles will help lower this figure, the transformation of Canberra’s vehicle fleet will take many years to achieve. This means that mode shift to walking, cycling and public transport is essential to keep us on track towards zero emissions today.

While walking and cycling accounted for almost 20% of all trips in the ACT in 2022, the ACT Climate Strategy estimates that an additional 40–45% of car journeys would need to shift to active travel and public transport by 2045 to achieve net zero emissions. Seeing more people choose walking or cycling for work and school trips will make the biggest difference, as relatively few of these trips are taken by active travel today.

How are we travelling now?

Canberra is simultaneously a car-centric city and a place where people of all ages and abilities use active travel to meet many of their trip needs, on its own or combined with public transport. With our high car ownership, we tend to drive more than we need to.

The 2022, Household Travel Survey for the ACT and Queanbeyan-Palerang identified that at least half of our trips are around 5km or less (rideable).

In some instances they are less than 2km (walkable for a person of ordinary fitness). Many of these shorter distances are perfect for walking or riding and many people already do. For example 8 per cent of trips in North Canberra are made by bike and over 25% of trips are made on foot in North and South Canberra (central regions). This plan will make it easier for even more people to do the same.

Table: Median trip distance by purpose*

Region	Work	Education	Personal business	Pick-up / drop-off	Shopping	Social & Recreation	Other	Total
Belconnen	9.9	4.2	3.3	5.1	2.7	4.1	4.8	5.2
Gungahlin	16.0	4.2	2.6	4.8	3.7	3.7	5.1	5.2
North Canberra	5.5	2.6	1.8	3.1	1.6	2.8	4.6	3.1
South Canberra	5.2	2.5	2.4	3.4	2.0	2.3	3.9	3.2
Tuggeranong	15.1	4.0	4.0	5.5	4.2	5.5	5.2	6.5
Weston Creek / Molonglo	9.8	5.6	1.9	5.6	2.9	2.6	6.4	5.5
Woden Valley	8.7	3.3	2.9	4.0	3.3	3.8	7.0	4.3
ACT Total	10.2	3.8	2.7	4.8	3.1	3.6	5.1	4.9
Queanbeyan	11.2	7.3	1.7	5.3	2.7	3.4	3.4	5.1
Study area total	10.3	3.8	2.5	4.8	3.1	3.6	5.1	4.9

*the median trip distance means that the greatest number of trips for this region are about this length.

Measuring success

We want to see progressively more Canberrans walking, cycling and using micromobility over time. We will keep track of progress towards this aim in a range of different ways.

The primary measure of success is mode share. Mode share compares the use of different types of travel within a network. Over time, we seek to grow mode share above and beyond its baseline in the 2022 Household Travel Survey.

Table: Measures of success

Measure	Baseline	When measured
Travel to work	4% bike, 3% walk (2022 HTS)	Every 5-years
Travel to school	32% bike, walk, public transport combined Bike – 5% Walk – 14% Public transport – 13% (2022 HTS)	Every 5-years
Gender balance for cycling trips	33% of journeys to work by bike taken by women (2021 ABS Census)	Every 5-years
Walk Score	40/100 (Suburbs ranging from 15/100 to 95/100)	Walk Score website

Household Travel Survey

The ACT Government’s Household Travel Survey collects information on the day-to-day travel and activities of people living in various parts of the ACT and Queanbeyan areas; how, where, why and when they travel.

The survey results provide a reliable picture of travel patterns occurring in different areas. This information is used to make planning decisions about active travel, roads, public transport and other facilities in and around the local community. The ACT Government will periodically undertake Household Travel Surveys every five years to measure mode share and the success of this Active Travel Plan.

While mode share will remain the key measure of success, other data sources and measures of community sentiment around comfort and safety are useful to inform decision making regarding active travel investment. Data of active travel users has been collected using a ‘Bike Barometer’ installed on the Sullivan’s Creek cycle route providing the community and government with valuable information about ridership numbers. It is important to explore and implement new ways of capturing and understanding how our transport network is used, and where it can be improved. Micromobility providers also share anonymised trip data which shows popular routes and where people are travelling.

Key action: Installing automated counters to track walking and riding on key points in the active travel network.

Our priorities for Active travel

This Plan outlines ACT Government priorities for strengthening active travel and improving quality of life. Projects included throughout demonstrate what these priorities mean in practice. New projects and initiatives will progressively be delivered in coming years.

**Priority 1:
Safe infrastructure for people walking and riding**

**Priority 2:
A better connected and maintained walking and riding network**

**Priority 3:
Supporting new types of active travel**

**Priority 4:
Making active travel and bicycle parking easy**

**Priority 5:
Supporting behaviour change and working with communities**



Priority 1: Safe infrastructure for people walking and riding



The first priority of this plan is to deliver a safe and attractive built environment for people who walk, cycle and use other forms of active travel.

A city designed for people

People who walk and ride have a wide range of needs and preferences. Everyone walks (or rolls if they use a wheelchair or assisted device). Others use a range of other devices to move fast and slow, to go short distances or to make longer trips, for work and for play. However the community's most common and consistent reason for not doing more active travel are perceptions of, is safety and comfort, particularly interacting with busy and fast-moving motor vehicle traffic. We have heard from the community that prioritising off-road paths and protected cycleways is important to make people feel safe. People walking interact with traffic when they cross roads or where they need to share quieter streets with cars because there is no path. Even shared path environments can feel or be unsafe if there are other path users who are travelling fast on bikes, e-scooters and other devices.

An active city by design

To build a more people-friendly city and enhance our quality of life, we will design new and upgraded streets and neighbourhoods to create a safer and more attractive environment for active travel.

Many of Canberra's neighbourhoods were built based on now outdated standards and a safety approach that can actively discourage walking and cycling. For example wide road widths (even on slow suburban streets where there are no paths) indicate high-speed environments for motor vehicles rather than shared use of the road by people. The road network has also not always provided safe or prioritised crossing points or the inclusion of wide verges, or safe separated facilities for pedestrians and cyclists.

The ACT's adopted transport and planning approach called 'Movement and Place' will promote active travel in key areas of the city based on the function of a street. Movement and Place recognises that some streets are more than just corridors for the movement of goods and people. They are valuable public spaces for communities to connect and spend time in as well as move through. Because of this, they should be designed as attractive, safe and accessible shared spaces.





Graphic: Movement and Place matrix



As we progressively build a better environment for walking, cycling and other forms of active travel, it is important that new and upgraded infrastructure reflects current best practice not outdated or minimum standards. This means applying the Safe Systems approach to streets so that we make the environment safer for all road users – particularly those walking and cycling. As we reimagine what roles our streets, and active travel, can have in our changing city, it is also important we we closely engage with the community of potential mobility futures. We will also consider how path and street environments can be made more accessible for children, older Canberrans and others with reduced mobility who, when taken together, make up a significant proportion of path users. We want to address the growing popularity of active travel modes like scooters and skateboards to ensure that infrastructure supports their safe use.

Upgrading infrastructure to support walking and cycling – Raising London Circuit

The ACT Government is transforming an inaccessible ‘clover leaf’ grade-separated road interchange into a more people-friendly precinct with homes, shops and offices in the heart of the City. Walking, cycling and other forms of active travel are central to the design of this major project, with a 6-metre high wall being removed to enable people to walk and cycle between the city and the lake.

As our city grows, the design of Canberra’s new and redeveloped estates will make walking, cycling and other forms of active travel an easy choice.

Existing neighbourhoods will accommodate more people as the city densifies, including through mixed use development. A focus on infill will improve walkability to services and improve uptake of existing and upgraded active travel infrastructure to access services closer to home. Existing streets will be retrofitted with improved walking and cycling infrastructure to accommodate more people. Improved transport permeability between streets will be encouraged by the planning system, with ‘superblocks’ and contiguous facades discouraged to make walking and cycling through the built environment more appealing. This will be enhanced further with living infrastructure requirements for trees and canopy cover now in place.

New estates will be designed with convenient public transport connections, clear off-road cycling routes and street layouts that make neighbourhoods walkable. People often develop new travel patterns when they move to a new home and those travel patterns tend to stick over time. That is why providing quality public transport, cycling and walking infrastructure upfront is critical to the success of new suburbs and preventing congestion on surrounding roads.

Planning a new estate for active travel from the beginning – Ginninderry

the new Belconnen suburb has built in walkable distances to services, separated and protected bike facilities, priority crossings for people walking and cycling and lower speeds from the start. Our approach will be based on ‘Movement and Place’ concept placing higher priority given to walking and riding as well as other activities.

Active streets by design

Vibrant, inclusive streets that are full of life and absent of noise and pollution make walking and cycling more attractive because, these streets are not only safer and more comfortable, they are also more interesting and entertaining. New guides are being developed to help practitioners set new standards in high-quality public space and active travel networks. The draft Design Guide: Best practices for urban intersections and other active travel infrastructure is being developed to support the Active Travel Plan by setting out best practice guidance on the design of safe and people-friendly streets that will support walking and cycling in key parts of our city. Other design guidance and support will progressively be undertaken, as we prototype and test new mobility designs within our existing and newer suburbs.

As design guidance is developed and iteratively formalised, it will be embedded in the ACT Infrastructure Standards which will be revised based on this guidance to make Canberra streets and intersections safer and more comfortable and social for people who aren’t travelling by car. In some cases, this approach applies the right infrastructure standards in a way that is compliant with Safe Systems. In other cases, applying Safe Systems principles will challenge or exceed current infrastructure standards.

Proposed design for Light Rail – Stage 2A



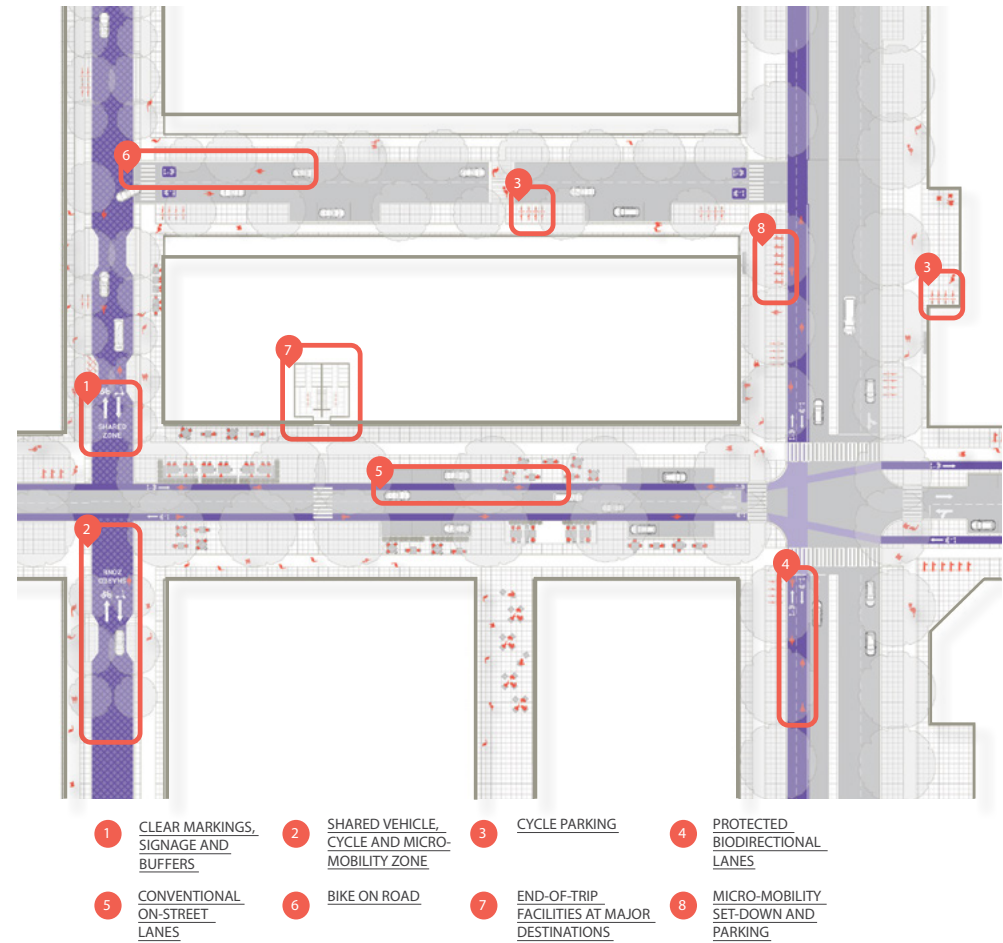
To make our streets more adaptable, the Design Guide will also include guidance on ‘quick-build’ treatments that test design solutions in a flexible, responsive and cost-effective way.

Key action: New street and intersection infrastructure will be built in consideration of the new *Design Guide: Best practices for urban intersections and other active travel infrastructure in the ACT*. The Design Guide will be used to complement the Municipal Infrastructure Standards to inform all new infrastructure to improve the safety and priority for people walking and cycling based on their ‘movement and place’ classification. Future updates to the Standards will be informed by these new guidelines.



The **Urban Design Guide** looks at the ways developers can incorporate good design into public spaces and places as part of the new planning system in the ACT. This includes outside public areas around buildings, improved pedestrian access, and designing for active travel, trees and landscaping and inclusive public spaces. Developers will need to outline how they have considered the Urban Design Guide for developments from block size through to whole suburbs.

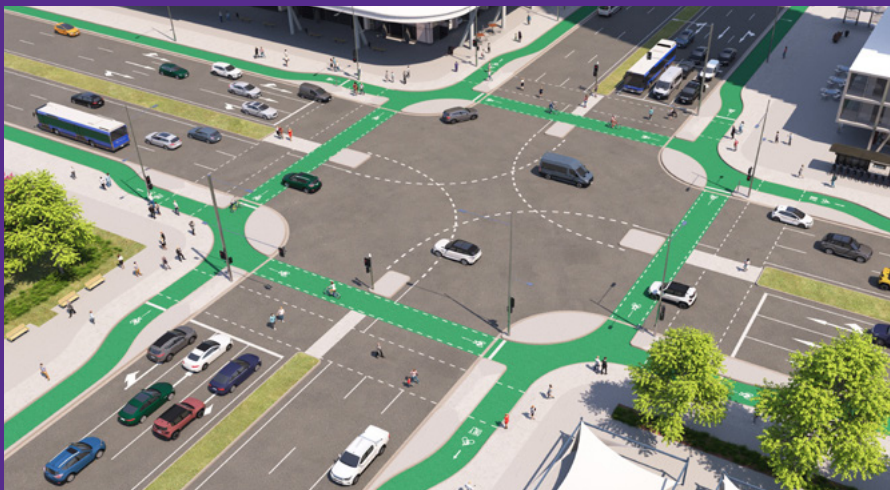
Pedestrian focused streets



Source: Urban Design Guide

The draft **Design Guide**: Best practices for urban intersections and other active travel infrastructure being developed will include recommendations for protected intersections that improve safety by separating the movements of different modes like walking, cycling and driving, slowing turning vehicles. This will make the movements of people walking and cycling more visible to drivers.

Image: Example of a protected intersection under the new Design Guide.



Adequate separation of pedestrians and cyclists from motor vehicle traffic is key to improving the sense of safety and encouraging more people to take up active travel. Off-road paths provide this separation and safety, however Canberra's off-road shared path network is incomplete and indirect. On-road lanes are often more direct but do not have the adequate protection for most people to use them. They also cannot currently be used by those riding a scooter, skateboard or mobility device.

To address this, recent and future infrastructure upgrades have employed permanent protected active travel paths through kerb separation or other treatments to create barriers between people riding and cars.

Accelerating delivery of the network

To improve access to protected active travel infrastructure more quickly and affordably, the Government will explore prototype design solutions that are flexible, responsive and cost-effective, such as options of 'quick-build' treatments ahead of permanent infrastructure being installed. This approach allows fine-tuning and testing street configurations before they are formalised. Quick-build approaches allow quick delivery of accessible network across our city and can be adjusted and formalised over time. This includes the use of divider barriers and flexible posts in a mix of road environments – including providing better protection for existing on-road cycle lanes. The ACT will demonstrate 'quick build' solutions on several priority Canberra streets that have been identified in the Cycle Network Map (such as the Garden City Cycle Route) or in the Walking Intensity Map.

Key action: Progressively converting on-road cycle lanes on priority routes to safe separated facilities including both permanent infrastructure and use of 'quick build' infrastructure.

Image: Quick-build separated cycle path



Source: Transport for NSW

To ensure our infrastructure supports active travel, we will also:

- progressively upgrade busy shared paths to separate walking and cycling modes and improve capacity on high volume community paths;
- progressively remove all S-bend and banana rails on paths – replacing these with bollards that meet current standards, where necessary;
- ensure that lessons learned in one project are captured and inform future projects;
- advocate for the Federal Government to fund cycling safety upgrades in the National Road Transport Framework and other programs;
- consider all cycle network users, including those on cargo bikes, e-bikes and mobility scooters, in the design of infrastructure.

Safe speeds and protecting vulnerable road users

Cities around the globe are proactively designing local areas that prioritise reduced traffic volumes and speed, which encourage more social and healthy local neighbourhoods. Where people and motor vehicles mix, safe speeds save lives and protect all who use them. Safe speeds are particularly important for those who don't have the protection of a vehicle around them, like people walking, cycling or scooting. Streets designed for safe and appropriate speeds prevent road traffic deaths and promote physical activity because when streets are safe, people walk and cycle more.

The ACT Government is committed to Vision Zero – zero deaths and zero serious injuries on our roads and paths. Vulnerable road users are those who have little or no protection in the event of a collision. This includes people walking, cycling and using other forms of active travel. It also extends to other road users such as people riding motorcycles, older drivers and children.

The consequences of a crash rise sharply at higher speeds. The likelihood of a pedestrian surviving a crash is more than 70% if struck by a vehicle travelling at 40 km/h, compared with under 20% at 50 km/h. These tolerances are for healthy adults. Lower for the elderly and children.

We will improve safety and access throughout Canberra by reducing through-traffic and speed on local streets. This will include trialling chicanes and other partial street closures and other as traffic calming measures that make streets more comfortable for people who are walking or riding. Our approach will include partnering with the community to identify pilot areas and tactical approaches, and building community capacity for improving their local streets.

Key action: Consider the expansion of lower speed zones in areas with high risk to vulnerable road users.

The ACT Government continues to strengthen driving laws which protect or provide priority to vulnerable road users. Legislation, however, is not enough to promote safety. Community education together with continued enforcement of laws is required to increase awareness support safe behaviours. We will continue to develop education and enforcement campaigns centred on improving the safety and comfort of vulnerable road users. The Government is reviewing speed cameras in the ACT which will provide recommendations on further actions to improve road safety.

Key action: Conducting regular community education campaigns focused on the safety and priority of vulnerable road users.

This started in 2022 with the 'Share the Road' campaign promoting safety for vulnerable road users and educating the community about compliance with road rules, targeting high risk behaviours.

Priority 2: A better connected and maintained path network



To encourage more Canberrans to walk and cycle, we will progressively build out our city's path network so that it is better connected and well maintained. We will also look at the operation of our street network to make it more accessible to people walking and riding.

Filling missing links in the cycle and community path network will open up cycling and walking as a choice to more destinations for Canberrans for the daily commute to work or school, trips to the local shops and social activities. It is also important that existing infrastructure is well maintained to support the safety and accessibility of walking and cycling.

A network for walking

Making Canberra a walkable city

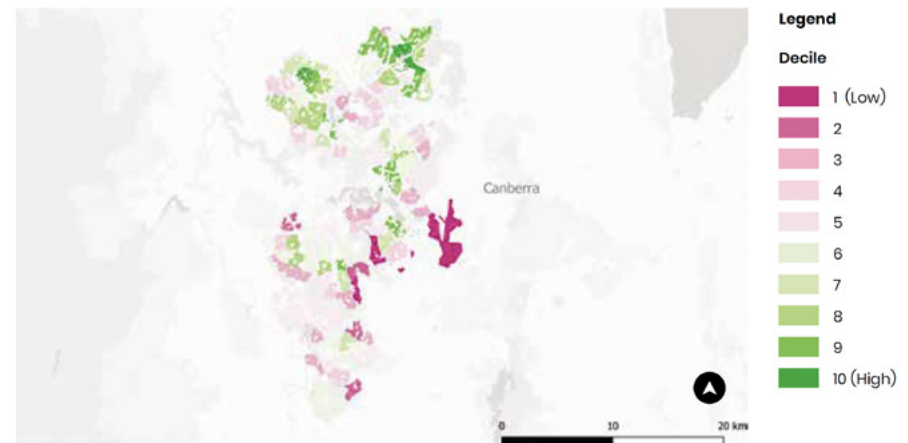
Walking, including using a wheelchair or other assisted devices, is often the easiest and most accessible form of active travel. Walking is a mode of transport on its own and can also form part of longer trips together with micromobility, public transport or private cars. No matter where people are walking to and from, we want to make

it accessible, easy, safe and comfortable. However different parts of Canberra experience different levels of walkability (often measured in terms of proximity to services, connectivity in street layouts and population density).

Prioritising areas for walking when designing new and upgraded public spaces delivers many benefits. When it is attractive enough to become the default option for short trips, people will realise the health benefits from regular short walks (as little as three 10-minute walks a week). Communities will be more vibrant and connected when people see each other and children can play safely in the street. Planning for walking can make roads and precincts safer by reducing traffic, lowering speed limits in targeted areas and designing streets and paths with the needs of all users in mind. Features like seating, landscaping, shade and public art can also encourage people to stop, meet, linger and connect. This view was supported in community feedback.

When people value walking, they are more likely to connect with public transport. On a national comparison, Canberra rates first on the percentage of households (65%) within 400m of regular public transport. Priority improvements to make public transport stops, particularly Rapid stops more accessible, will encourage more walking and public transport use.

Walkability index for Canberra 2018 (source Australian Urban Observatory)



Graphic: Walking intensity

Central walking areas	Central walking areas are the busiest areas for walking, typically within the City, town centres and the central basin of Lake Burley Griffin.
High intensity walking areas	High intensity walking areas enable priority for people within a walkable radius of major destinations and services – including Rapid stops, light rail stops and bus interchanges, schools, child care, shops, hospitals and tourist precincts.
Lower intensity walking areas	Lower intensity walking areas enable a safe and comfortable walking environment within a 20-minute catchment of where people live. These areas cover the varied routes people take in residential areas, typically all of the local and collector streets within the boundaries of a residential suburb as well as linkages through laneways and across open space. There are less interactions between cars and people due to the low volumes of vehicle movements.

Good design for walking also needs to consider everyone's needs, particularly children and older people, to ensure that people with additional requirements are not excluded from this everyday activity. In addition to the other priority areas for action we will achieve this by:

- continuing to deliver the Age Friendly Suburbs program to address footpath quality and address gaps or missing links;
- progressively upgrading footpaths and bus stops to meet current accessibility standards;
- continuing to build priority community path links identified by the community, prioritised by the investment criteria prioritising walking around schools, shops and public transport;
- progressively investing in making walking more comfortable by responding strategically to community requests for human-scale amenity such as seating and shade;
- incorporate universal design principles in design guidance and infrastructure standards to ensure equity of access to public spaces.

Key action: Using condition data to inform a strategic asset renewal program of our community path network including shared paths and cycle paths and investigating opportunities to make planned path maintenance works publicly available

Walking intensity map

The walking intensity map includes:

- Central walking areas where we would anticipate higher numbers of people to be walking and provide a higher level of urban design
- Other areas which experience higher walking volumes to access services and facilities.



This map highlights several key features across our city that should be inherently walkable destinations:

- local community facilities such as parks, clubs and community centres;
- schools and childcare centres;
- key commercial and office areas;
- public transport stops.

The purpose of this map is to illustrate the types of destinations that dictate the diversity of trip purposes, that must be considered as we redesign our transport network for improved active travel and micromobility.

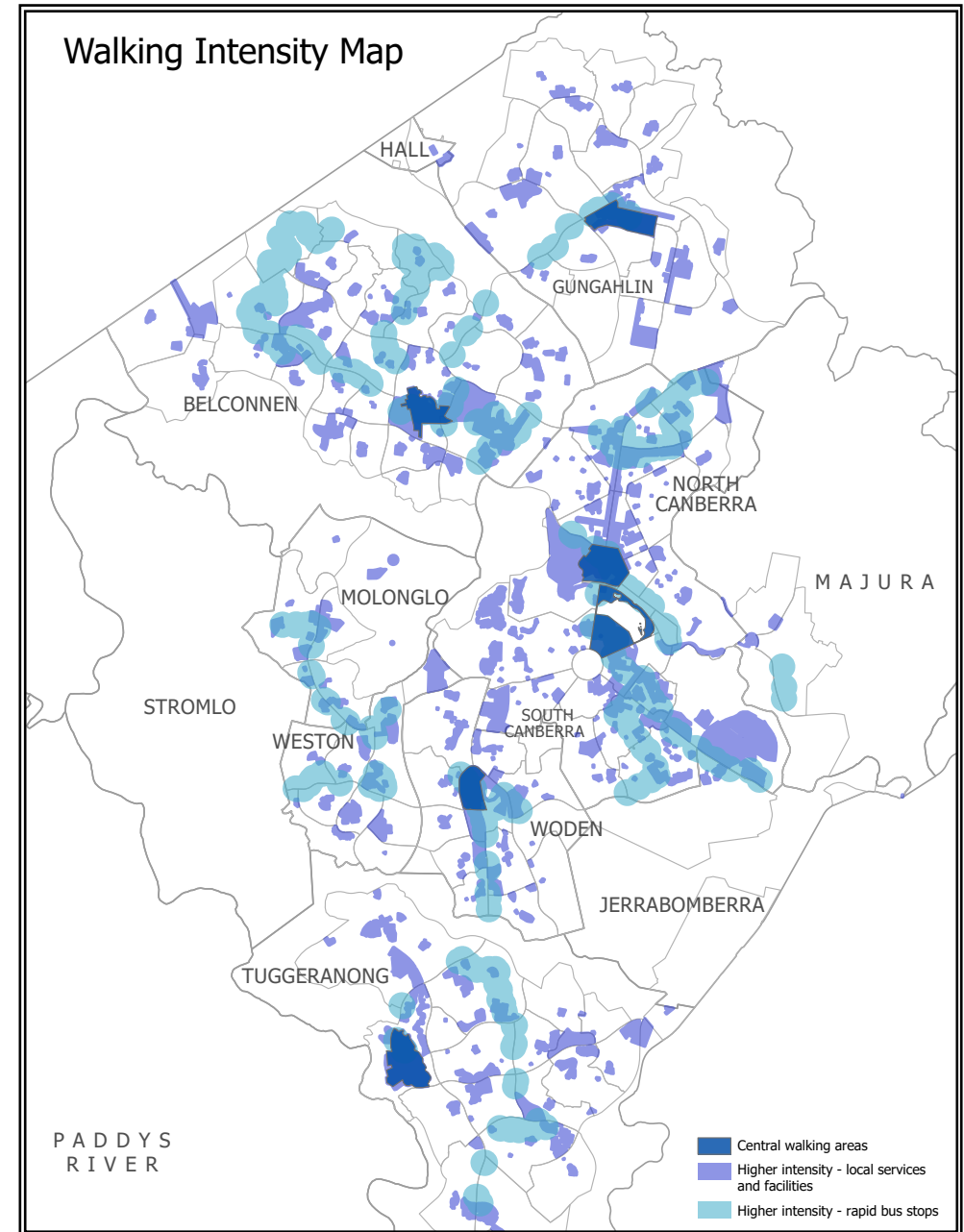
It is common for these destinations and areas to be clustered together and for more people to access them in intense, random patterns that is area-based. It is different, and arguably harder to define boundaries than it is for the routes we identify to cater for people riding in the wider cycling network.

That needs to include concerted attention to how planners, designers and engineers can stitch together local destinations, which over time patches together an integrated active travel network across our city.

As the transport network continues to be improved for active travel and micromobility users, planners, designers and engineers must pay attention to how local destinations can be better connected over time to create seamless active travel networks across our city. The map does not represent all of the considerations such as demographics or destinations that may be distinct to a locality. Planners and designers must think more broadly than just whether an area is busy or not.

Future walking improvements will continue to be prioritised using community feedback and infrastructure investment criteria (see page 25).

Targeted improvements to these areas combined with our approach to safer infrastructure (Priority 1) and behaviour change (Priority 5) will help to make these areas more attractive and safer for walking.



A network for a cycle friendly city also benefits walking

Canberra has an extensive network of paths, and people value the mix of nature-based and arterial facilities. However, there are key missing links between existing routes and the destinations where people want to go. Cycling networks can expand the range of active travel by 3-4 times. The existing off-road path network is often scenic and circuitous suiting recreational trips, but not always offering a direct option. Both are highly valued because most people walk and ride for pleasure and for utility. Providing separation from traffic by building more off-road paths and protected on-road cycle lanes will help people feel safe and will encourage more Canberrans to ride – whether that’s a bike, a scooter, a skateboard or new micromobility options. As all paths in the ACT are shared, these routes will also meet local walking needs.

Canberra’s strong reputation for cycling is based, not only on its pioneering network of paths, but also due to the high participation in sport cycling both road and off-road (mountain-biking). There is a strong segment of users who use recreational routes that use on-road facilities and unsealed tracks respectively. These are different, but complementary to the principal cycle network.





Improving Canberra’s path network

This Plan sets out proposed movement hierarchies for walking, cycling and other forms of active travel based on Movement and Place principles.

The Plan proposes:

- a cycling network of linear routes connecting the City, Parliamentary Zone, town centres, schools and major destinations
- a hierarchy of walking catchment areas around the City, town centres, schools and public transport
- the staged expansion of micromobility operating areas.

Graphic: Cycling network hierarchy

Principal cycle routes	Connect each district of the ACT with the City, town centres, Queanbeyan and other major destinations.
Main cycle routes	Connect with Group Centres and major destinations.
Local cycle routes	Connect to schools and local shops at the suburban level as well as local destinations within town centres.

CBR cycle routes – principal cycle network

The backbone of the cycling network is formed by CBR cycle routes. These are designated in the movement hierarchy as principal cycle routes. Principal routes are labelled as CBR Cycle Routes C1 to C9, plus the LBG loop around Lake Burley Griffin, providing connections to the eight districts of Canberra, Queanbeyan, universities, employment areas and Canberra Airport.

Key action: The Garden City Cycle Route is currently planned from Civic to North Watson. The first stage of delivery from Civic through Braddon is funded for detailed design and construction over three years. Potential future extension from Watson through Kenny to Gungahlin will establish it as a Principal Route with the final route to be determined.

Supporting the CBR Cycle Tourism Strategy, principal cycle routes have a higher standard of wayfinding. This includes CBR cycle route signage, pavement markings and network maps, making them easy for visitors to use and enjoy for recreation and sightseeing.

Proposed principal routes have been aligned to be direct, use existing shared paths where possible, and follow current travel patterns where data shows people choose to ride. Each principal cycle route is also centrally located within Canberra's districts to maximise their catchment and provide a trunk route for feeder main and local routes. Each principal route extends to a Group Centre or recreational trailhead near the periphery of the urban area to connect with more destinations and with nature.

CBR cycle routes network signage: The ACT Government has installed signs and pavement markings to make current CBR cycle routes easier to follow. The signage improvements are accompanied by published maps as well as trailhead maps installed at five locations to help people navigate the network.

Accountability on maintenance and upgrades

The historic development of Canberra, combined with our extensive network of paths, creates challenges and opportunities.

We receive over 400 requests a year for improvements to the network through Fix My Street. Together with proactive monitoring, and planned upgrades and maintenance schedules, we review these priorities on a rolling basis to ensure that the most urgent safety issues are rectified and that the most strategic improvements are delivered to provide value for money. Details of these schedules and new projects are available at www.cityservices.act.gov.au.



Cycle routes network map

The cycle network map includes:

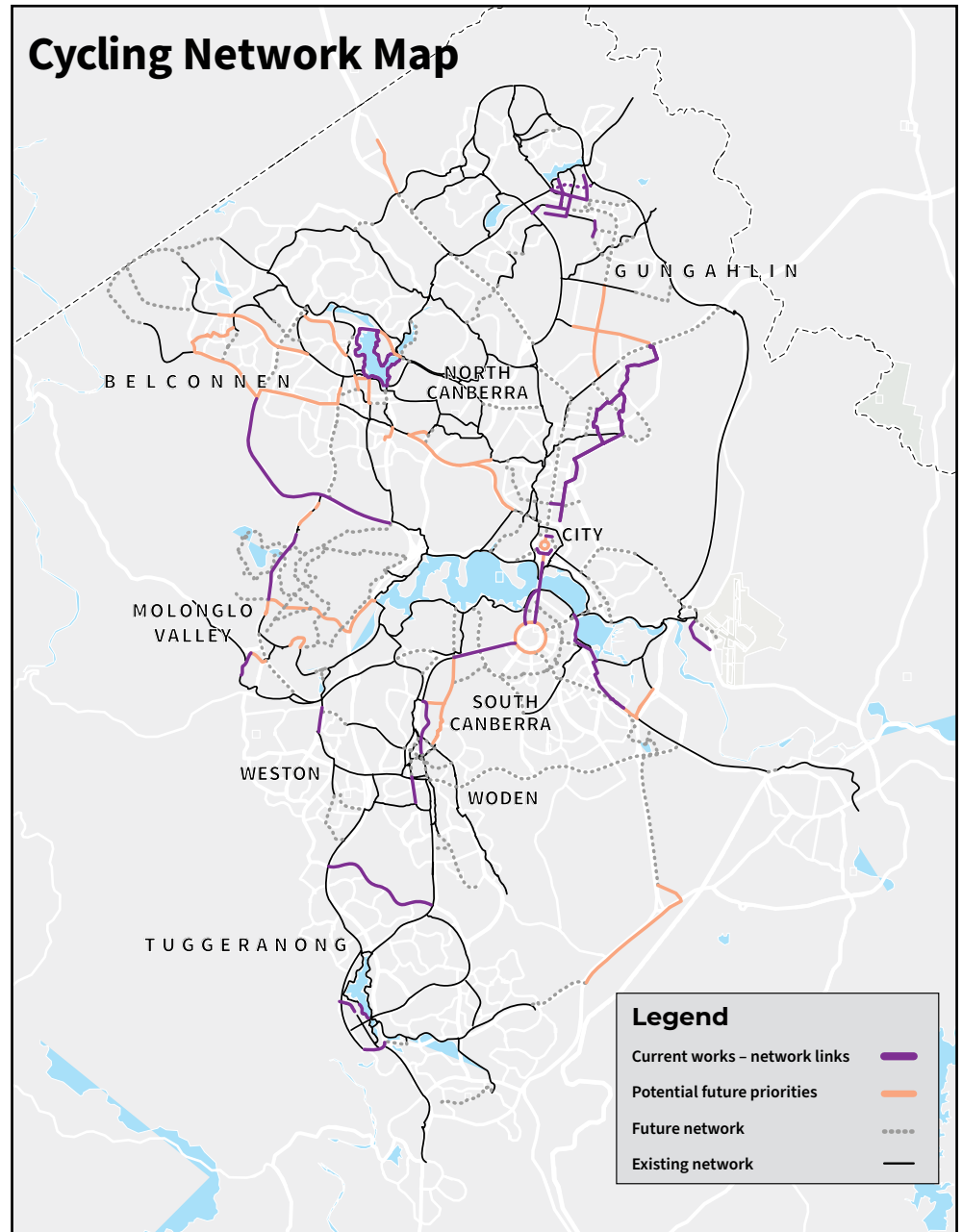
- current principal and main cycle routes;
- future routes already included in our pipeline of active travel projects;
- potential future priority routes to include in the project pipeline.

Based on community feedback on the draft network map, a number of missing links and strategic network enhancements were funded in the 2023–24 Budget. Future cycling routes will continue to be determined and improvements prioritised using community feedback and infrastructure investment criteria (see page 23).

Key action: Progressively building the identified priority missing links using protected cycleways or off-road shared or cycle path infrastructure, reviewing priorities on an annual basis.

As we continue to expand Canberra's cycling network we will:

- investigate and respond to the community's suggestions and comments about the network, to improve safety, access and comfort;
- continue to add wayfinding signs and marking to the cycle network and update existing signs so they are current with the CBR cycle routes network map;
- continue to distribute information about our cycle network, including maps and trip planning tools;
- work with other ACT Government agencies, the Commonwealth Government and private developers to ensure that they deliver safe, connected and comprehensive bicycle infrastructure for new developments and precincts, such as the Canberra Hospital precinct and greenfield sites like the CSIRO Belconnen development;
- work with Queanbeyan-Palerang Regional Council (QPRC), Snowy Monaro Regional Council and Yass Shire Council on improving regional active travel connections across the capital region.



How do we decide when to invest in new infrastructure?

In addition to feedback from the community, the following criteria are proposed to prioritise infrastructure initiatives when we consider upgrades to Canberra's cycling and walking networks to ensure that our investment is meeting community needs and achieving value for money.

A range of investment keeps the infrastructure that people use for walking and riding in good condition, fixes missing links, improves safety and provides connections to schools, shops and public transport.

Graphic: Infrastructure investment criteria

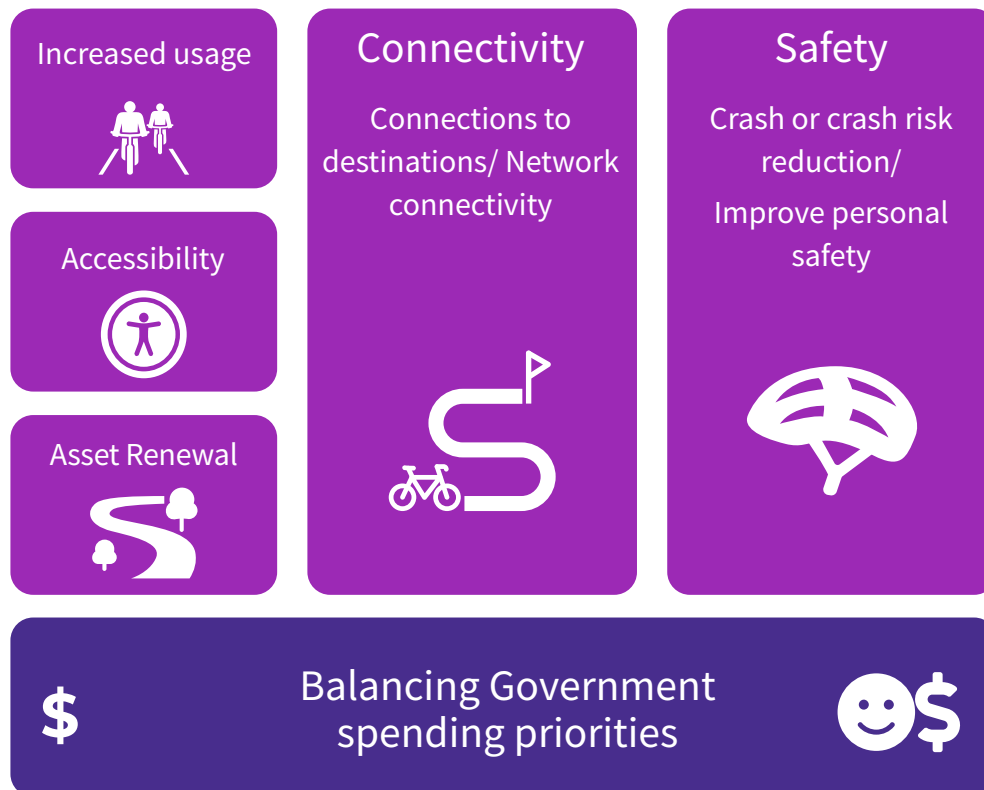


Table: Types of active travel investment

Investment type	Purpose	Example projects	Key criteria
Strategic network improvements	New and upgraded principal and main cycle routes, central walking areas and areas of high walking intensity	Individual capital projects e.g. Garden City cycle route	Increased usage Crash reduction Connections to destinations
Community paths	More convenient access within primary and secondary walking areas as well as local cycle routes	Community path priority program	Connections to destinations Increased usage Crash reduction
Schools	Improve safety for and increase the number of students walking, riding and rolling to school	Active Streets for Schools: raised pedestrian crossings near Gold Creek and Taylor Primary Schools	Connections to destinations Increased usage Crash reduction
Accessibility-focused	Make it easier for people with mobility needs to walk and roll, with a focus on access to public transport and accessible routes in town centres	Age Friendly Suburbs – consulting with the community on improvements in Reid, Chifley, Scullin and O’Connor Disability compliant upgrades	Accessibility Connections to destinations Crash reduction
Renewal and replacement	Sustaining paths in good condition	Annual path replacement program	Asset condition Accessibility Connections to destinations
Road safety	Protection of vulnerable road users	Protected bike lanes on multi-lane roads Cotter-Uriarra loop safety improvements Priority crossing improvements	Crash reduction

Strategic transport corridors

We are investing in strategic transport corridors that cater for all types of transport. We no longer just build roads; instead we deliver multimodal corridors that improve the road, public transport, walking and cycling networks. When they are built or upgraded, we ensure these corridors include the infrastructure for active travel and public transport at the same time. By providing a range of attractive travel options, we can support people in making the travel choices that make sense for their needs as some people will continue to value some of the less direct, more scenic active travel routes. This approach can also help to deliver additional capacity to growth areas of Canberra without people needing to be entirely reliant on private cars. Over time, this approach will ensure that all Canberra's major transport corridors support a range of transport modes and can potentially find efficiencies to reduce the overall footprint of these corridors.

The new Molonglo River Bridge on John Gorton Drive will connect the suburbs of the Molonglo Valley to the Belconnen Town Centre and the City. The bridge includes two kilometres of off-road shared path, as well as on-road cycle lanes and an underpass for people walking and cycling. This is an example of how we are ensuring all new or upgraded strategic transport corridors include protected infrastructure for active travel.



Artist impression of the Molonglo River Bridge, John Gorton Drive.



Off road shared path, Dudley Street, Yarralumla

Priority 3: Supporting new and emerging types of active travel and micromobility



Active travel has traditionally included walking and cycling. However, emerging micromobility technologies and a push to electrify mobility are creating new ways to move around our city. Canberrans already use a variety of forms of travel including those that:

- require less effort for longer distances – like e-bikes;
- are a source of fun – like e-scooters, skateboards and rollerblades;
- allow them to carry things and people – like cargo bikes, bike trailers, trolleys;
- give them freedom to move – like mobility devices, wheelchairs and walking aids.

We want to promote a diverse active travel culture and ecosystem in Canberra so that people can choose what works for them, when and where they want to travel. We acknowledge that for some people technology presents an opportunity to access active modes that were not available to them before, particularly those with disability, or chronic health issues. These devices are already increasing use of, and demand in, the path network.

Seizing the opportunities of new micromobility technology

Canberrans are early adopters of emerging transport trends. The ACT was the first jurisdiction in Australia to legalise rideshare and welcome dockless bike share. We've recently followed this by legalising e-scooters and other personal mobility devices for private use on our paths, and establishing a shared e-scooter scheme.

New active travel technologies can provide more choice in how people get around. This can make it easier for people to shift away from private car dependence, connect with public transport, and at the same time reduce the amount of land we dedicate to roads and parking. We will continue to explore opportunities to make active, human scale modes of transport available and attractive for the benefit of all path and street users.





Consistent with Action 8 of the ACT Government's Zero Emission Vehicle Strategy, we will continue to encourage uptake of new active travel through the Canberra e-bike Library where members of the community can try different types of e-bikes before they make the decision to purchase, including cargo bikes and tricycles. It is not clear whether a lack of direct financial incentives are a barrier to uptake of e-bikes but we will continue to explore this option. We will continue to expand this to support workplaces wanting to encourage active travel uptake.

The ACT Government will continue to role-model the use of e-bikes in the business context:

- establishing salary sacrifice arrangements for employees to purchase e-bikes;
- including e-bikes in corporate fleets for use by staff for work related travel;
- supporting community initiatives – exploring options like pedal-powered cinema, multi-person bikes and cargo carriers – that stimulate people to think more broadly about pedal-powered transport.

The CBR e-bike library is operated by See-Change Canberra in Downer.

It has expanded over the three years of operation to provide loans of different e-bikes and cargo-bikes. People can borrow the bikes for one week to see how they can fit into their transport routine before committing to purchase. See-Change provides regular demonstrations at community events to promote e-bike adoption to the community.

Key action: Explore the rollout of an e-bike shared scheme in the ACT.

Refining and expanding shared micromobility services

The ACT Transport Strategy supports and encourages new forms of mobility such as shared, dockless bikes and e-scooters. They have a lot of potential to address barriers like time and fitness which might otherwise prevent someone choosing active travel.

Shared micromobility services are becoming a valuable part of our transport mix and people's daily commutes. The strong uptake of these and other flexible, on-demand transport services like ride-share and car-share demonstrate that Canberrans, particularly younger people, want mobility options that provide better value to them than the private car. We will continue to explore ways of increasing the use and usefulness of these schemes, and better integrating them in transport network planning.

Expansion of micromobility services

The ACT Government currently licenses two shared e-scooter schemes which now operate across and between all town centres and regions.

To support the expansion of the scheme together with the operators and the community, we:

- consulted with the community in each region to shape services to meet their local needs;
- defined operational boundaries to ensure there is safe connectivity so that people can move between regions without using arterial roads

Improving the existing shared micromobility program

The ACT Government will work with industry to ensure that emerging micromobility offerings deliver benefits to the community, with high quality, safe and accessible service offerings.

Following a review in 2021, the Government will continue to implement ongoing recommendations including:

- education about how to use e-scooters, with an emphasis on meeting transport needs and safe and courteous riding behaviour;
- refining geolocation settings to encourage orderly parking of devices and deter behaviour like speeding. Users who repeatedly engage in unsafe or inconsiderate behaviour on e-scooters can have their accounts suspended or be referred to ACT Policing;
- monitoring and responding to increased traffic on Canberra's path networks, including implementing changes to things like parking and signage;
- better integration with public transport so that these two modes can be used together. We are particularly focusing on connecting up e-scooters with the high frequency Rapid routes and supporting their use at special events to reduce parking and traffic congestion.
- continuing to monitor rates of personal injury to riders, noting that only one injury to a third party has been reported in three years of operation.

To encourage equitable access to services, both providers have developed concessions for people on lower incomes.

Key action: Innovative parking solutions and dedicated parking areas will be explored as part of the renewal of permits for dockless micromobility providers.

Priority 4: Making active travel and bicycle parking easy






Canberrans recognise that our city is a great place to walk and ride for recreation, but it's not always the easiest choice for transport. People face barriers to walking or riding to meet every day needs, even for short trips. However, with the right infrastructure, design and attention to diverse needs, active travel can be for everyone.





People make choices about how to travel for a range of complex reasons. We recognise that some Canberrans face different barriers to taking up active travel. For example, women can find it more difficult because of care responsibilities and 'trip chaining' that sees them make several stops on the way to or from work. Parents may not allow children to walk or ride around the neighbourhood or school because streets are not perceived to be safe and active. Shift workers may face issues with safety if they need to travel at night. Time and distance can be a barrier for many, particularly those who live far from school, work or services. Other people experience complex, intersecting barriers based on their age, ability, cultural background or economic situation. An inclusive approach to active travel means designing networks, initiatives and programs which support our entire community to choose walking and riding for some of their journeys. Active travel shouldn't be perceived as a pastime for sports people or the unusually brave.

There are two parts to overcoming barriers, the first part is to create a built environment that **enables** people to walk, ride and use micromobility. The second part of the equation is to address both the real and the perceived barriers that prevent people from **choosing** active travel.



Graphic: Barriers to walking, cycling and other forms of active travel

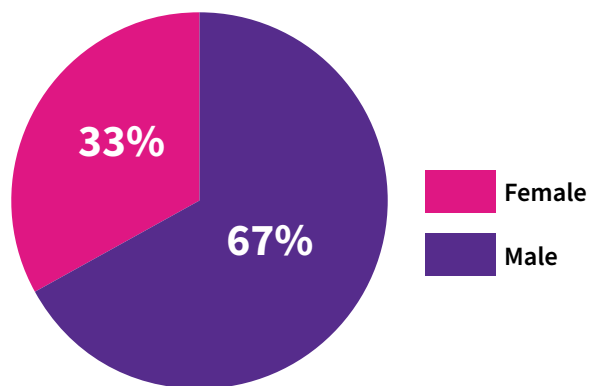
Barrier	Factors	Possible solutions
 <p>Safety and security</p>	<ul style="list-style-type: none"> Interactions with motor vehicles Interactions with other path users Concerns about personal safety Secure parking Lack of skills Perception that risk is higher than the reality 	<ul style="list-style-type: none"> Reduce or eliminate conflicts with motor vehicles by prioritising active travel and by slowing motor vehicle speeds at conflict points Increase passive surveillance and lighting on paths and at bike parking Plan for a mix of uses and activities where people walk Increase secure bike parking facilities Skills training Community education that active travel is safer than many recreational sports
 <p>Time and distance</p>	<ul style="list-style-type: none"> Time Distance 	<ul style="list-style-type: none"> Create direct and efficient networks for walking, cycling and other forms of active travel Flexible working arrangements Workplace travel planning Combine active travel with public transport over longer distances
 <p>Convenience and comfort</p>	<ul style="list-style-type: none"> Less comfortable or attractive Equipment Nowhere to park Personal presentation on arrival Exposure to inclement weather Physical effort required 	<ul style="list-style-type: none"> Aesthetically attractive, and enjoyable paths, streets and neighbourhoods Quality end of trip facilities E-bikes that provide a 'no-sweat' solution Information and opportunities to test bikes and personal mobility devices to suit different needs Highlight the multiple benefits that flow from the single allocation of time for walking or cycling (transport + health + environmental + economic + social interaction)

Barrier	Factors	Possible solutions
Legibility 	<p>How easy it is to navigate the network</p> <p>How users know where they are and where they're going</p>	<p>A legible network that follows the streets people are familiar with</p> <p>Improved network wayfinding (signage, pavement markings and trailhead maps)</p> <p>Improve customer information (maps and journey planning resources)</p>
Cargo and passengers 	<p>Transporting goods, people, tools or equipment</p> <p>Making deliveries</p>	<p>Promoting cargo bikes for family transport and innovative solutions for last-mile deliveries</p>
Trip chaining 	<p>The need to travel to multiple destinations in a single journey, often in a series or sequence</p>	<p>Flexible working arrangements</p> <p>Fixing gaps in the network to allow people freedom of movement</p>
Identity 	<p>Perceived as sport and recreation</p> <p>Only for the young, fit, abled and strong</p> <p>Not culturally appropriate or gender diverse</p> <p>Low status</p>	<p>Depict a range of users that challenge perceptions</p> <p>Events programs and activities that normalise walking, cycling and other forms of active travel culture</p>

A focus on inclusion: overcoming barriers using gender sensitive approaches

Women and girls currently cycle less than men and boys (33% in 2021, up from 30% in 2016). And there may also be low participation by people with gender diverse identities.

Graph: Share of cycling journeys to work by women – ACT (2021)



New approaches are needed to ensure that public places, active travel facilities and other interventions take account of gender specific barriers faced by women and people with gender diverse identities. We also recognise that there are many other intersecting and compounding barriers to regular use of active travel including age, ability, culture, health and socio-economic disadvantage.

Gender sensitive urban design: in July 2023, the ACT Government released its [Gender Sensitive Urban Design Guidelines](#) which take the form of a framework and implementation toolkit. This was based on crowd sourced experiences in five typical Canberra urban spaces. These resources will help address safety and access issues to make public spaces more welcoming to women and people with gender diverse identities.

Bicycle parking

Parking for bikes and micromobility devices encourages use of active travel when it is convenient, secure and attractive. Quality parking facilities demonstrate that cycling and scooting are valued and ensure that busy areas are accessible and free from clutter. We will support this by exploring:

- provision of more Park and Pedal and Bike and Ride facilities. These allow people to drive or use public transport part-way and access secure bike or scooter parking when it may not be practical to use active travel for the whole distance;
- partnerships with e-scooter operators to deliver more dedicated parking areas for micromobility around the city;
- reallocation of space to accommodate increased demand and ensure that bike parking is prioritised for security and convenience at destinations;
- options to encourage organisers of big events to provide parking for bikes and e-scooters to support people to use these modes and reduce pressure on car parking.

Key action: Explore options to provide secure bike cages in every town centre in Canberra, and developing new access passes for secure bike parking without the need to demonstrate public transport use.

End of trip facilities

Many people are investing in higher value bikes to meet longer trip needs. People need high quality end of trip facilities to secure and charge their bicycles. In addition, these spaces can provide change facilities like showers and lockers to support people who walk, run and cycle to work.

Employers and building owners can highlight these facilities to make themselves more attractive to prospective tenants and employees. Significant destinations like shopping centres, public institutions and education facilities can promote these to attract visitors and reduce demand for car parking.

A new End of Trip Facilities Code was finalised in 2022. All new non-residential developments or substantial redevelopments will be required to meet minimum requirements for bicycle parking. This will include guidance on the type of facilities and minimum requirements depending on the location and type of building.

An accompanying guide will outline best practice that can be used by anyone – including building developers, tenants or employees – who want to implement or advocate for high quality facilities in buildings to which the code does not apply.

ACT Government office end of trip facilities: High-quality end of trip facilities were included in new buildings in Civic and Dickson in 2020, consistent with the draft code requirements. Facilities include secure bike cages, charging, showers, lockers, drying cupboards, grooming and ironing facilities.

Good amenities along the way

Amenities such as wayfinding, water fountains, toilets, seating, bike repair stations, vegetation, shade and art support people to walk or ride. They also make our city more vibrant, comfortable, and attractive. We are addressing these further needs through:

- progressively rolling out wayfinding signs and path markings in Canberra with signage on major walking and cycling routes showing distances to town centres and allowing navigation along the cycle routes without reference to a map. This is supported by a paper map and the Transport Canberra journey planner which can be used for planning trips before leaving home;
- progressively providing water fountains and bottle refill stations throughout Canberra, particularly on popular routes and in sport and recreation areas;

- planting 54,000 trees across the ACT by 2024. Planting locations will focus on existing gaps in streets and parks, and along active travel routes to create ‘shadeways’ that make cycling and walking a more interesting and comfortable experience. You can nominate a tree planting locations by dropping a pin on our interactive map on the YourSay website;
- delivering placemaking activities and public art events like the 2022 Surface Arts Festival. These events invigorate our public spaces, providing interest and colour in the places where we ordinarily walk, ride and scoot, or transforming these areas to be livelier and more attractive.

Key action: Progressively expanding our network of bike repair stations, to ensure they are available in all town centres.

Image: Mural, Commonwealth Avenue Tunnel, Parkes



(Artists: Beastman + Eddie Longford + Karri McPherson + PHIBS, Surface Festival 2022)

Priority 5: Supporting behaviour change and partnering with the community





Local communities have different needs and opportunities when it comes to embracing active travel. It is important to recognise and respond to local priorities when planning and delivering infrastructure, programs and initiatives across Canberra. Different groups like young people, multicultural communities and women also have unique and important insights into what can enable or create barriers to people choosing active modes. In delivering the actions and initiatives outlined in this plan, we will continue to work inclusively with the Canberra community to ensure these meet everyone's needs and change behaviour.

We want to support and motivate Canberrans to choose to walk, ride or use other forms of active travel. We know people are more likely to take action when it is easy, attractive, social, and the right supports are available when they need them. When active modes work for people, the benefits they experience will provide an incentive to use them again, until this becomes routine over time.

Governments, schools, businesses and communities can support Canberrans with the knowledge and skills to choose active travel. ACT Government initiatives to encourage behaviour change are tailored for specific communities to:

- improve conditions for road safety and personal safety – like the Road Ready program for learner drivers;
- encourage safer behaviours – like the Road Safety Calendar of community campaigns;
- explore options to provide education and encouragement to overcome barriers – like funding community bike libraries;
- improve wayfinding – such as by providing signage and information on walking, riding and scooting routes.

Graphic: Behaviour change diagram



Children and schools

A walkable city is a child friendly city. The priorities in this plan to build active streets will create of safer neighbourhoods with stronger passive surveillance that better assures parents that children can move around independently, whether it is to see friends or to go to school. School safety and education programs also encourage behaviour change by promoting the uptake of active travel early.

We will continue to support children, school communities and families to take up active travel through the following initiatives:

- the Active Streets for Schools program delivers infrastructure improvements around schools and stencils along popular walking and riding paths to promote walking and riding to school. The program has already supported 81 schools in the ACT through a combination of infrastructure improvements and education resources. The program works closely with school communities to identify and respond to infrastructure barriers that may be preventing more students from walking or riding to school;
- school crossing supervisors help children to cross roads safely by directing traffic. They also help to manage the flow of pedestrians and motorists. Crossing supervisors are currently provided at 25 of the busiest crossings near ACT schools to make it safer and easier for students to walk, ride or use public transport to and from school;
- the Ride or Walk to School program helps schools teach safe cycling to students and promote active travel. It provides ACT schools with access to Australian curriculum-aligned resources on safe cycling, teacher training and parental engagement materials to help the whole school community embrace riding and walking to school. Programs are available for primary schools with access to free loan bikes to facilitate program delivery. The program is available to all primary schools and is free to join;
- the It's Your Move Safe Cycle program provides ACT high schools with a similar program to the Ride or Walk to School program, adapted for high school students. This program also has free loan bikes available to help teachers deliver the course content, encouraging safe cycle practices and improving the rates of active travel in students.

The ACT Government will also investigate opportunities for more children's riding areas and learn to ride tracks as part of future urban upgrades to encourage children to get on a bike safely.

Change through workplaces

Workplace travel is a major opportunity for behaviour change. The COVID pandemic has increased interest in walking, cycling and other forms of active travel as a way to promote mental and physical wellbeing in the community and in the workplace. Having more people choose active travel for work commutes can also reduce congestion and emissions, and reduce the need for car parking in busy central locations.

Key action: Developing workplace travel planning.

Canberra businesses and organisations will be supported to undertake workplace travel planning with employees. A workplace travel planning program will deliver services to employers, initially to help people who travel into the city centre for work and who may be impacted by upcoming major city construction works. The program will build on the Make the Move pilot developed by the Canberra Environment Centre through a Zero Emissions Community Grant.

We will also continue to promote active travel to and from the workplace by:

- partnering with employers to encourage cycling, particularly in locations affected by disruption of major infrastructure projects and where new cycling infrastructure is built;
- leading by example in ACT Government by encouraging our staff to ride to work and for work trips and providing best practice end of trip facilities in new and upgraded ACT Government buildings.

Rethink your routine! was launched in January 2023, to encourage Canberrans to swap out some car travel for active travel and public transport. The campaign highlights the health, financial and environmental benefits and provides a range of resources to help people with their journey.





Celebrating and normalising active travel

Canberra is recognised nationally and internationally as a city with an enviable quality of life and a strong cycling and walking culture. In addition to our everyday participation, Canberra proudly boasts many elite cycling champions that made their start on our paths, roads and trails.

Despite this, many people don't regularly participate in walking, cycling and other forms of active travel. There are more things that we will explore so that we can address barriers by celebrating and normalising our walking and cycling culture:

- mentoring people in our personal, professional and community networks to work through real and perceived barriers of time, cargo and passengers;
- addressing misconceptions about safety and convenience through personal stories from a diverse range of users, and using comparative journey planners;
- delivering bike handling and maintenance skills like drop-in sessions, learn to ride courses, equipment loans, industry demonstrations and social rides;
- addressing knowledge, skills and attitudes about road user interactions, particularly through road and path user education;
- strengthening identity through mass participation and organised sporting walking and cycling events, cultural activities, competitions and visitor experiences.

Cycling and walking contribute to the ACT economy directly and indirectly through retail, tourism, construction and essential services. We will partner with industry to pursue joint initiatives which support uptake of active travel, such as:

- working with venues and tourism, entertainment and accommodation sector to encourage cycling by visitors;
- supporting and encouraging bike based or related enterprises or activities and working with operators to get involved in promoting active travel, including bike stores and repairers, bike-share e-scooter share and food delivery;
- facilitating and supporting major events that incorporate bike riding like the Big Canberra Bike Ride;
- working with the bike industry to increase the range of bikes available, to meet varying needs.

Taking ownership and testing new ideas

We encourage local community groups to design and deliver walking, cycling and micromobility initiatives that will address local priorities and needs. There are a range of ACT Government grant programs that community and business can access that contribute to Canberra's vibrant walking and cycling culture. To find out more and apply visit: www.act.gov.au/grants.

We will explore options to support activities including education campaigns or programs, workshops, events, art, infrastructure, supporting associations, skills development and research. Over time, there is the potential for successful initiatives to be scaled up into ongoing programs.

The **ReCyclery** is a community bicycle workshop, providing a space where all Canberrans can gain and share skills to repair bikes, or purchase a second-hand bike. The ReCyclery received a support from the ACT Government through the Community Zero Emission Grants Program in 2020, which allowed them to expand the enterprise, become more financially viable and reach even more people through community workshops and partnerships with local businesses. The Recyclery is an example of the co-benefits of sustainable transport, circular economy, employment and healthy living and social connection.

In working with communities, we will:

- ensure our programs are informed by a strong evidence base and consultation to address local community needs and barriers;
- make our programs and communications inclusive so that they respond to the needs of Canberrans from diverse backgrounds, women and others who can face particular barriers to taking up active travel;
- strengthen community-led initiatives like the popular *Slower Streets* program delivered during the COVID-19 pandemic;
- draw on the relationships and networks of established and trusted partners who are already working to get more people riding.





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