



Chris Steel MLA

Minister for Transport and City Services

Minister for Skills

Special Minister of State

Member for Murrumbidgee

RESPONSE TO QUESTION ON NOTICE

Questions on Notice Paper No 1

4 December 2020

Question No. 8

MS CLAY: To ask the Minister for Transport and City Services—

- (1) When were each of the ACT Government's identified principle cycling routes last inspected.
- (2) In the most recent inspections of principle cycling routes, were any of those paths or path sections given a High or Very High risk rating; if so, can the Minister provide details, including which sections of which paths were identified as either High or Very High risk.
- (3) Since the most recent inspection of each of the principle cycling routes, have any path sections that were given a High or Very High risk rating been repaired or replaced; if so, can the Minister provide details of which sections of which paths, and what type or repairs were conducted; if not, can the Minister provide details of which sections of which paths have not been repaired or replaced.
- (4) Do all sections of the principle cycling routes comply with the Municipal Infrastructure Standard 05 – Active Travel Facilities Design requirements for path widths; if not, can the Minister provide (a) details of which paths or path sections do not comply and (b) a cost estimate for upgrading the existing principle path network to this standard width within the next ten years.
- (5) Can the Minister provide information about when each principle route or sections of principle routes are due for re-inspection.
- (6) Can the Minister provide information about the methodology the directorate use to establish and assess acceptable path user volumes to manage path congestion.
- (7) Can the Minister provide information about the directorate's current assessment of congestion across the shared path network, broken down by each path and the relevant sections of each path, including information about which sections of which paths have not been assessed for congestion.
- (8) Can the Minister, for the entire shared path network, provide a list detailing (a) the directorate's priority list of scheduled upgrades, including repairs, replacement of sections, repaving, drainage upgrades etc, in priority order and (b) the missing links that have been identified across the network, and the priority order for addressing these.

MR STEEL MLA - The answer to the Member's question is as follows:

- (1) Transport Canberra City Services (TCCS) currently inspects paths under two categories: defects and condition. Both programs include principal cycle routes. This program is ongoing and has a planned and a reactive component. The planned component is for 32 higher-risk suburbs and follows a four-year rotating inspection program based on priority. The reactive program encompasses the whole of the ACT and responds to defects reported by the community through Fix My Street and other sources.

Where a reported defect is assessed as suitable for repair then these repairs are programmed in packages dependent on the length, location, material and contract.

Sections of principal cycle routes within the 32 higher-risk suburbs are inspected for defects on a five-year priority basis. Outside of these 32 suburbs, principal cycle routes are inspected by TCCS officers when defects are reported by the community, through Fix My Street or other sources.

For each of the 10 principal cycle routes, the most recent planned inspection was undertaken on a suburb-by-suburb basis:

- C1 City-Gungahlin: City (September 2019), Gungahlin (April 2020), Turner (September 2019)
- C2 City-Queanbeyan: Fyshwick (April 2020), City (September 2019)
- C3 City-Belconnen: City (September 2019), Belconnen (October 2018), Turner (September 2019)
- C4 City-Tuggeranong: Philip (September 2020), Mawson (September 2018), Greenway (June 2020), Conder (October 2017), City (September 2019)
- C5 Belconnen-Tuggeranong: Belconnen (October 2018), Greenway (June 2020)
- C6 ANU-Dickson: Acton (July 2018), Dickson (February 2019)
- C7 Belconnen-Gungahlin: Belconnen (October 2018), Gungahlin (April 2020)
- C8 City Loop: City (September 2019)
- C9 Airport-Gungahlin: Gungahlin (April 2020)
- LBG Lake Burley Griffin Circuit: Yarralumla (October 2020), Barton (April 2018)

- (2) TCCS assess individual defects rather than path sections. Defects include cracks (vertical displacement), gaps (horizontal displacement), debris, holes. Each defect is rated based on safety risk. Defects have several common causes (e.g. tree roots, vehicles, age) that are also captured when they can be determined

TCCS is currently expanding the planned inspection component by undertaking an inspection program for community paths that aligns with the Institute of Public Works Engineering Australasia (IPWEA) condition rating. This rating is applied to path segments as opposed to individual defects. It reflects a more holistic path condition (Very Poor; Poor; Fair; Good; Very Good). This program is funded through the 'Jobs for Canberrans' program during the 2020-21 financial year 2020-21. The path condition data will inform future path related programs and projects.

Following the completion of the Condition Inspection in June 2021, information on Poor and Very Poor condition paths will be available. This data will provide a more accurate response to the question.

- (3) As noted in the response to Question 1, where a reported defect is assessed as suitable for repair, these repairs are programmed in packages dependent on the length, location, material and contract. When a larger segment of shared path or cycle path is assessed as failing, then replacement of the segment is prioritised and delivered through the annual capital works program.

Sections of path on principal cycle routes that were replaced through the 2020-21 capital works program include:

- A 4.3 kilometre section of the Lake Burley Griffin Circuit between Yarralumla Reach and Acton Peninsula.
- A 600 metre section of the Belconnen-Tuggeranong cycle route in Macquarie.

- (4) Asphalt paths on principal cycle routes comply with the infrastructure standards that were in place at the time that they were built. Current Municipal Infrastructure Standards apply to the construction of new assets. They do not require existing assets to be retrofit to meet an updated standard. As the Municipal Infrastructure Standards for path widths were updated in 2019, the majority of existing paths in the ACT were built to the previous 2.5 metre minimum width as opposed to the current 3.0 metre minimum width. In terms of network distance, 25 per cent of the current principal cycle route network consists of shared paths that meet the current standard of 3.0 metres wide or wider. The network distance of paths that are less than 3.0 metres wide is approximately 143 kilometres.

Laying additional asphalt to widen paths can result in gaps or an uneven surface, so replacement of the entire path is typically required to achieve the additional width. It would cost approximately \$250

million to remove and replace the 143 kilometres of non-compliant paths, much of which is otherwise fit for purpose.

- (5) Please refer to the response to Question 2.
- (6) In addition to Municipal Infrastructure Standards, TCCS uses guidance developed by VicRoads and Queensland Transport and Main Roads (TMR) to assess potential congestion for new shared paths as well as separate walking and cycling paths. As paths are rarely congested, the methodology considers potential passing events as a function of both cycling and walking volumes as well as directional flows. TCCS has used this guidance to inform the design of recent projects including the Belconnen Bikeway.
- (7) As few links within the current path network are congested, this methodology has not been applied to assess potential congestion along the current shared path network. This assessment could be included as part of the CBR cycle routes network plan which the Government committed to undertaking. I should note that the Canberra Strategic Transport Model (CSTM) considers future congestion for cycling on cycle paths.
- (8) As outlined in the Parliamentary and Governing Agreement, the Labor Party is committed to delivering:
- An updated active travel framework identifying future priorities
 - Design and construction of the Sulwood Drive path
 - Design and construction of Stage 2 of the Belconnen Bikeway
 - Design and starting construction of the Garden City cycle route through Braddon, Ainslie, Dickson, Downer and Watson
 - Widening key sections of the Lake Ginninderra Circuit path

In addition, TCCS maintains a database of missing path links based on community enquiries through Fix My Street and other sources. Assessment of missing links in the shared path network is based on criteria such as safety, strategic connectivity, community attractions, desire lines, proximity of public transport and demand. Currently, the assessment has been completed for over 300 requests for missing links.

The recent Fast Track 'screwdriver-ready' stimulus program identified 62 missing links to be addressed in the 2019-20 and 2020-21 financial years, a total length of more than 15 kilometres of footpath and cycle path.

In addition to the aforementioned network improvements and missing links, the Government has committed to investing \$3.7 million in cycle path maintenance, with priority given to paths that are assessed in higher risk categories.

The final list of improvements delivered in the 2020-21 financial year are subject to contract packaging and a procurement process.

Approved for circulation to the Member and incorporation into Hansard.



Chris Steel MLA
Minister for Transport and City Services

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This response required 21hrs 0mins to complete, at an approximate cost of \$1,783.00.