

Chris Steel MLA

Treasurer

Minister for Planning and Sustainable Development

Minister for Heritage

Minister for Transport

Member for Murrumbidgee

RESPONSE TO QUESTION ON NOTICE**Questions on Notice Paper No 5****Friday, 11 April 2025****Question No. 276****PETER CAIN MLA:** To ask the Minister for Planning and Sustainable Development

1. Why has a bi-directional bikeway been selected for the new Lathlain Street precinct, rather than a uni-directional bikeway on each side of Lathlain Street, as is prescribed in the ACT's Municipal Infrastructure Standards.
2. What, if any, consideration has been given to the connectivity of the proposed bikeway as part of the new Lathlain Street precinct.
3. How can a southbound cyclist continue when they reach the intersection with Cohen Street.
4. How can a cyclist connect between the Lathlain Street bikeway and the Joynton Smith Drive bikeway.
5. Does the Suburban Land Agency (SLA) consider it acceptable if the design encourages north-south car users to choose Benjamin Way or Coulter Drive instead of Lathlain Street; if not, does the SLA consider that the current volume of traffic on Lathlain Street is compatible with a "person-centric space".
6. Why are chicanes and other traffic calming measures considered inappropriate for Lathlain Street, and on what traffic modelling or other considerations was this decision based.

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

This question is the responsibility of Yvette Berry MLA, as the Minister for Homes and New Suburbs. I am signing the answer, as the question was not formally redirected within the timeframe required, as outlined in paragraph 122 of Standing Orders.

1. The provision of a two-way cycle bikeway separated from pedestrian and vehicle movement on the western side of Lathlain Street is considered the best way to address existing and future conditions.



This approach takes into account the nature of pedestrian and retail activity on either side of the street, while minimising potential conflicts with bus and car movements through appropriate regard of Municipal Infrastructure Standards (MIS) 05.

2. The Suburban Land Agency is working with relevant ACT Government agencies and advocacy groups to ensure connections and plans for the broader Lathlain Street Precinct align with future active travel network planning.

To date, conversations have been productive regarding connection to the off-road cycle network on the northern side of Luxton Street and planned infrastructure to the south, after Cohen Street intersection.

3. The [Active Travel Planning Tool](#) shows western alignment main future route connections from Lathlain Street Precinct upgrades to the broader network at the intersection with Cohen Street. The Project is aligning with these broader active travel routes.
4. The [Active Travel Planning Tool](#) shows western alignment main future route connections from Lathlain Street Precinct upgrades to the broader network between the Lathlain Street bikeway and the Joynton Smith Drive bikeway. The Project is aligning with these broader active travel routes. You can view the tool at this [link](#).
5. It is the intent of this project to discourage north-south vehicle movements along Lathlain Street within the Precinct to deliver a safer, people-focused environment. Traffic analysis is being undertaken to demonstrate the project changes do not adversely impact on the broader road network.
6. Chicanes were considered among other methods of traffic calming to create a more people friendly environment. The current option considers transport modelling, safety and accessibility, future planned development within the area, and public transport requirements while prioritising pedestrians and cyclists. Chicanes for this section of Lathlain Street were not a workable solution.

Design decisions on the use of traffic calming feature, including chicanes, for a section of road, are based on a combination of urban design, civil engineering and traffic engineering considerations targeted at achieving strategic movement and place objectives and urban design outcomes. The choice of traffic calming features always needs to consider road geometry, drainage, road construction material and depth, landscaping, kerbside use, traffic volumes (for cars, cyclist and pedestrians) often extracted from a traffic model, types of vehicles using the road and the historic crash record.

Typically, chicanes, kerb build-outs and traffic calming devices that narrow the road and require drivers to slow down to manoeuvre laterally, are more suited to use as a retrofit measure on collector / distributor type roads where the target speed for traffic is in the range 50 to 60km/h and where the width and alignment of the road could be contributing to higher speeds. For low-speed sections of road, 40km/h or less, chicanes become less effective as the swept path of larger vehicles, such as delivery trucks, rubbish collection trucks, or fire trucks, limit how sharply vehicles can move laterally. At lower speeds sharper lateral movement are needed for chicanes to be effective. At lower speeds features such as speed humps, pedestrian crossings (raised or at grade), restricting road width, roadside parking and landscape design tend to be more effective forms of traffic calming.

For the section of Lathlain Street fronting the proposed re-development, the objectives are to reduce vehicle numbers and speed, achieve a high level of active travel connectivity to the adjacent Belconnen Westfield mall and bus station, and provide a high-quality integrated streetscape with the proposed local pocket park.

The master plan for the development proposes to achieve the design objectives by introducing a reduced speed limit, reallocating road width for pedestrian and cycle use and installing raised zebra pedestrian crossings, that align with the developments proposed path / street grid, and so provide both a safe crossing point and traffic calming feature. Slowing traffic in this part of the street may also lead to some redistribution of traffic which would improve conditions for pedestrians.

Approved for circulation to the Member and incorporation into Hansard.



Chris Steel MLA

Minister for Planning and Sustainable Development

Date:.....*9/5/25*.....

This response required 1hrs 20mins to complete, at an approximate cost of \$142.82.