



**ACT**  
Government

# MOVING CANBERRA: INTEGRATED TRANSPORT STRATEGY

## ENGAGEMENT REPORT

TRANSPORT CANBERRA AND  
CITY SERVICES

AUGUST 2019

# BACKGROUND

The ACT Government is developing a new transport strategy to build on the work of *Transport for Canberra*. The strategy is being developed to support the ACT Government's vision of an integrated transport network that provides a range of options for moving people and goods around our growing city.

The draft strategy, *Moving Canberra*, sets a direction that supports Canberra's strategic ambitions of economic growth, diversification and competitiveness, net zero emissions by 2045, urban renewable, increased vibrancy and liveability, a smart and connected digital city, and social inclusion.

*Moving Canberra* proposes to take the ambition of *Transport for Canberra* further by suggesting a long-term vision for a smart, customer-focused, sustainable and integrated transport network. The draft strategy utilises a Movement and Place framework and provides strategic directions, possible actions, infrastructure, programs and services needed to meet our customer's needs and expectations.

*Moving Canberra* is supported by global research into transport trends and impacts, 2016 Census data and the 2017 Household Travel Survey<sup>1</sup> which provides a strong evidence base and insights into the multi-modal, multi-purpose nature of people's travel choices.

Significant elements of the draft strategy have already undergone community consultation via the planning and climate change strategies, the new bus network consultation, and the light rail consultation. Therefore, this engagement focused on areas that had not yet been discussed in detail with the community, including:

- > active travel
- > future transport
- > safety
- > accessibility

The draft strategy was made available for public comment from 18 December 2018 to 31 March 2019. Over the 14 weeks, the community engaged on the draft strategy through a variety of formats including an online YourSay quick poll and survey, formal submissions, community engagement workshops, a youth workshop, Community Council presentations and social media.

Thank you to everyone who provided comments on the draft strategy. Your input is now being considered in the development of the final *Moving Canberra: Integrated Transport Strategy*.

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<sup>1</sup> <https://www.transport.act.gov.au/about-us/planning-for-the-future/household-travel-survey>

## WHO WE HEARD FROM AND HOW

<b>YourSay online</b>	18 December 2018 – 31 March 2019	3,313 unique website visits (individual visits). Survey 338 responses. Quick poll 199 responses.
<b>Community engagement workshops</b>	6 February 2019	7 attendees.
A presentation on the draft strategy was provided, followed by facilitated table discussions on the engagement themes: active travel, safety, inclusion and accessibility, and future transport. Attendees shared their views on the draft strategy and its associated possible actions.	13 February 2019	14 attendees.
<b>Youth Workshop</b>	6 March 2019	13 attendees.
A youth workshop was held with representatives from the ACT Youth Advisory Council, and local schools and universities. Attendees shared their views on the draft strategy and its associated possible actions. The workshops focused on the four engagement themes: active travel, safety, inclusion and accessibility, and future transport.		
<b>Email and written submissions</b>	18 December 2018 – 31 March 2019	76 items of written feedback were received.
Written feedback on the draft strategy was received from the following organisations, peak bodies and community councils: MRCagney, Toyota Australia, Canberra Taxi Industry Association, AECOM, ACT Liberal Democrats, Canberra-Sydney Rail Action Group, Consult Australia, Wing Australia, Engineers Australia, Mental Health Community Coalition ACT, Heart Foundation, Griffith Narrabundah Community Association, Inner South Canberra Community Council, Pedal Power ACT, Tuggeranong Community Council, Living Streets Canberra, ACT Young Planners, Woden Valley Community Council, Women’s Centre for Health		

Matters, Environmental Defenders Office, Weston Creek Community Council, City Renewal Authority, ACTCOSS, Planning Institute of Australia, ACT Climate Change Council, Canberra Region Joint Organisation, Conservation Council, ACT Greens and Aurecon. Written feedback was also received from a number of individuals.

## Social media

18 December 2018 –  
31 March 2019

Posts on the Transport Canberra Facebook and Twitter pages reached an audience of over 47,000 people.

## Stakeholder presentations

Throughout the consultation we were invited to present on the draft strategy at:

12 February 2019

Inner South Community Council, approximately 35 attendees.

19 February 2019

Belconnen Community Council, approximately 25 attendees.

26 February 2019

Public Transport Association of Canberra, approximately 15 attendees.

27 February 2019

Weston Creek Community Council, approximately 35 attendees.

28 February 2019

Climate Change Council, 6 attendees.

28 February 2019

Environment and Planning Forum, 15 attendees.

28 February 2019

ACT Young Planners, Planners in the Pub, 18 attendees.

5 March 2019

Tuggeranong Community Council, approximately 40 attendees.

13 March 2019	Gungahlin Community Council, approximately 20 attendees.
14 March 2019	ACT Council of Social Service (ACTCOSS), approximately 8 attendees.
2 April 2019	Engineers Australia, approximately 30 attendees.
15 April 2019	Chartered Institute of Logistics and Transport, approximately 80 attendees.

## SUMMARY OF CONSULTATION

The following summary highlights the key messages from the consultation on the draft Moving Canberra strategy, including the outcomes of the YourSay quick poll and online survey. Throughout the consultation period, over 1,500 ideas were received from the community, organisations, peak bodies and community councils. Figure 1 provides a breakdown of ideas by topic area received throughout the consultation.



- An Integrated Network – including parking, park and ride, bike and ride, freight, private vehicles, public transport, car share, motorbike and scooters, taxis and rideshare and road network optimisation
- Transport That is Part of Our City – including cross-border travel and integrated transport and land use planning
- Meeting Our Customers' Needs – including inclusion and accessibility, safety, and ticketing and fares
- Becoming Australia's Cycling Capital and Most Walkable City – including accessible communities, walking and cycling
- Achieving Net Zero Emission Transport – including lowering emissions from vehicles, promoting electric vehicles (EV), and electrifying the government bus fleet
- Ensuring Canberra is Future Ready – including autonomous vehicles, drones, emerging technologies and Mobility-as-a-Service
- Other - including monitoring and evaluation, data and implementation

Figure 1: Breakdown of ideas received throughout the consultation period by topic area

### AN INTEGRATED NETWORK

In total, 490 ideas were received on 'An Integrated Network'. The majority of feedback related to public transport and parking, including park and ride and bike and ride. Additional feedback was received on freight, private vehicles, road network optimisation, demand responsive transport, taxis and ride share, car share and motorcycles and scooters.

Common themes:

- > While feedback on public transport such as the new bus network design and light rail stage 2 was outside the scope of this consultation, comments were received that expressed support of the all-day, seven-day network and the commitments in the draft strategy to provide more priority measures for public transport, such as dedicated bus lanes and priority at intersections. Other feedback focussed on the safety, security and accessibility of the network and included suggestions to improve access to information, provide a more comfortable and convenient public transport network, and improve the interchange experience between modes.
- > In relation to parking, concerns were raised about parking availability and pricing. Other feedback was supportive of expanding park and ride and bike and ride.

- > Concerns were raised about previous proposals for rail freight in Fyshwick. Suggestions were also made to include additional strategic actions to improve rail, air and road freight movements.
- > The majority of comments relating to private vehicles noted it's important that the strategy acknowledge and account for unavoidable private vehicle trips, and that public transport and active travel are not viable for their personal situation (e.g. shift work). Some suggestions to incentivise a reduction in car travel were also received.
- > Suggestions were made to improve traffic flow and reduce travel times within the ACT, such as implementing smart road technology and increasing the investment in roads to provide additional capacity.
- > Feedback on demand responsive transport included suggestions to increase investment in community and flexible transport and better integrate on-demand transport options within the strategy.
- > Feedback was supportive of ride sharing and suggestions were made to promote ride sharing. Other comments were received on taxi ranks to reflect the role of taxis within an integrated network.
- > Suggestions were made to increase recognition for motorcycles and scooters within the strategy, given that these modes can provide a low emission transport option and contribute to lowering congestion.
- > Feedback was supportive of expanding car share within the ACT.
- > Other feedback demonstrated that the content on Canberra's 14 Strategic Corridors within the draft strategy was not well understood, including their purpose and application. Other comments suggested that the strategy should better integrate each transport mode.

### Comments on An Integrated Network

#### **Public transport**

*'Dedicated bus lanes should be delivered on each inter-city alignment with the infrastructure for higher capacity vehicles constructed as the forecast patronage demands.'*

*'Wider use of bus-only lanes and extended hours of operation. In Adelaide, where I'm originally from, they use bus lanes extensively along with priority at signals.'*

*'Bins on buses, update bus design (more aerodynamic, modern looking, better bike storage, phone chargers).'*

*'Improve existing interchanges to increase comfort and safety, shelter from wind and rain, better lighting, better pedestrian access from main shopping area.'*

#### **Parking**

*'The strategy of reducing parking and making the cost of parking prohibitive to 'force' people to move to Public Transport is not one that is welcomed by the broader community.'*

*'Am concerned about the intent to raise parking fees to encourage people to use public transport. The people most affected by this are likely to be families with children in primary school.'*

*'Develop a comprehensive parking strategy (update the 2015 strategy) ...This would provide strong direction on the Territory's role in managing, pricing, supplying and regulating on-site provision of parking.'*

*'Additional Park&Ride facilities should be created. Such facilities should provide significant local*

*amenity, such as sufficient weather shelter, sufficient amounts of covered parking for bicycles, and areas that are pleasant to spend time at while waiting for public transport.'*

*'Safe storage facilities for bikes at bus stops.'*

### **Freight**

*'Take Fyshwick out of the final document in order to address proper consultation in the future. Its inclusion pre-empts Planning decisions and supports in IZ2 areas prohibited rail use.'*

*'There are no associated actions to improve rail, air or road freight movements in the region. The absence of actions to better understand the quantity and locations of key freight movements around the urban area where heavy vehicles have a disproportionately large effect on traffic capacity, safety, air quality and network maintenance requirements due to their mass is also noted.'*

### **Private vehicles**

*'Acknowledge the role of private vehicles for women to meet their responsibilities as carers for children or other family members, or due to concerns about personal safety using active travel and public transport after dark.'*

*'Cycling may be a solution if you live within 2 or 3 km from your office, are young and fit, have plenty of time to spend etc. For the majority this is simply not the case.'*

*'Your strategies do nothing to help workers get from A to B when they have to go further than one town centre. In fact, all your strategies are going to make commuting slower. Public transport does not and will never be a substitute for tradespeople, those who work "on the road" like sales reps, technicians, delivery drivers and who work at multiple locations carrying bulky items.'*

*'More importance needs to be places on private vehicles because it's still quicker to move via private car. Until public transport can be quicker than the private car, public transport in Canberra will not be popular.'*

### **Road network optimisation**

*'Focus on cars as primary form of transport. Add additional lanes to major arterial roads (e.g. make Tuggeranong parkway 3 lanes in each direction). Introduce 'smart' or 'fuzzy logic' traffic lights, i.e. lights that do not go through the same cycle but instead respond to traffic. Increase speed limits of major roads. Introduce part-time traffic signals at busy roundabouts.'*

*'Look to ease choke points on the main road network, especially around parkway on-ramps.'*

*'Implement smart road technology utilising wireless technology to enable: Monitoring of traffic flows to modify traffic light phasing, and enable variable speed limits. Monitoring and enforcing speed limits/red lights at intersections.'*

### **Demand responsive transport**

*'The strategy should have a much more detailed, integrated and direct consideration of non-bus or tram transport options available to people with additional needs, such as on-demand transport provided by community transport services funded and planned as part of the public transport system for the ACT.'*

*'Provide more flexible bus options. There are going to be a lot more older people who can't or don't drive and providing more flexible options for them would be good.'*

### **Taxis and ride share**

*'Encourage more car-pooling, such as Government app that allows everyday people to pick up others.'*

*'In the first instance there is a need for the establishment (and ongoing review) of taxi ranks in high*

*public usage area.'*

### **Motorcycles and scooters**

*'The strategy does not integrate motor scooters and motorcycles.'*

*'Want to see increased facilities and recognition given to motorcycles, motor scooters and electric scooters in the strategy.'*

### **Car share**

*'As someone who doesn't own a car but relies on carshare and bicycle it would be great to see more options for carshare outside of the current clusters.'*

*'...car share companies should be allowed to base cars at all the group centers around Canberra.'*

### **Other**

*'It is not clear what the purpose of [Canberra's 14 strategic] corridors are.'*

*'The strategy should focus more on bringing together the modes of transport together to create an interactive system, rather than a series of separate parallel transport options.'*

*'Define the specific roles that are expected for each mode, e.g. articulating more precisely the function within the overall transport network that walking and cycling can play, while acknowledging some limitations to these modes for longer-distance trips.'*

## TRANSPORT THAT IS PART OF OUR CITY

In total, 127 ideas were received on 'Transport that is part of our city'. Feedback focused on the integration of transport and land use planning, and cross-border travel.

- > Comments on planning included better integrating transport and land use planning, reducing commuter car travel and long private vehicle trips, and promoting opportunities for active travel within planning.
- > Feedback on cross-border travel included improving cross-border rail, improving cross-border public transport and adequately considering the broad mix of transport movements within the Capital region.
- > Suggestions for improving cross-border public transport included integrating ticketing systems between the ACT and cross-border services, addressing legislative barriers that restrict bus operators and developing cross-border park-and-ride.
- > Comments on cross-border rail included support for faster and high speed rail.

### **Comments on Transport that is Part of Our City**

#### **Cross-border transport**

*'Integrated cross border public transportation working with the surrounding Council areas. A seamless ticketing system and integrated cross border rapid transit.'*

*'Where's HSR to Sydney and Melbourne. I travel to Sydney by bus because it's the better alternative. How sad is that.'*

*'Support the development of a rail journey between Canberra and Sydney in under three hours, subject to a rigorous cost-benefit analysis.'*

#### **Planning**

*'Public transport is being introduced into Greenfield Developments way too late to support sustainable transport usage.'*

*'Reduce trips and the need to travel by car by creating satellite offices/shared office space.'*  
*'When planning new suburbs, consider returning to the "traditional Canberra" model of each suburb having a central local shopping area, school, childcare and oval, which people can easily reach on foot/bike paths.'*

### MEETING OUR CUSTOMERS' NEEDS

In total, 287 ideas were received relating to 'Meeting Our Customers' Needs'. The majority of comments related to accessibility and inclusion, and road safety. Other feedback was received on ticketing and fares, personal safety, road user pricing and accessible schools.

Common themes:

- > Feedback suggested that the strategy needs to better consider and understand the transport needs of disadvantaged groups in the ACT.
- > Comments were also made about improving safety and accessibility of the public transport network and improving access to information.
- > Feedback on road safety centred on speed limits and improving road safety through infrastructure design and user behaviour. There was support for reducing speed limits in situations that would protect pedestrians and cyclists, for example around schools and town centres and some support for residential areas. However, feedback suggests a preference for retaining current speed limits on roads that are predominantly for movement.
- > On accessible schools, suggestions were made to improve school zone safety by introducing flashing lights, as is done in NSW. Suggestions that support active travel journeys to school were provided, such as introducing more school crossing supervisors and providing clearly marked cycle routes and access into all schools in the ACT.
- > The majority of comments on ticketing and fares related to the cost of public transport. Suggestions were made to review the cost of public transport, provide free public transport and continue the free off peak travel scheme for concession travellers.
- > Comments on personal safety and security related to the transport network and public spaces more broadly. Feedback suggested improving lighting, addressing perceived safety issues at interchanges and creating more lively public spaces.
- > Feedback was generally supportive of road user pricing. Suggestions were made to use road user pricing funds for ongoing maintenance, to manage roads and improve public transport and passenger and freight rail links.

#### Comments on Meeting our Customers' Needs

##### ***Inclusion and accessibility***

*'While the strategy discussed accessibility for people with physical disabilities or who are frail, there are other dimensions to accessibility including those relevant to young people, women, low-income people and people with psycho-social or cognitive diagnostic disabilities.'*

*'The next stage of development of the strategy needs to ensure it: Focusses on transport disadvantage and directly consults with people with transport disadvantage in those transport design conversations and decision-making processes.'*

*'As a vision impaired traveler I am constantly unable to read most destination information on TC*

buses. Especially the new fleet. It is often a requirement that I signal a bus and stop it just to discover it isn't the bus I am waiting for as the numbers and words are unreadable.'

### **Road safety**

'In favour in reducing suburban streets to 40KpH, especially if there are no footpaths on either side of the street for pedestrian or cycle activity.'

'40Kmph should be standard at all major shopping centres and local shops, 40kmph is NOT required in residential areas.'

'Targeted investments to increase safety of road crossings - especially more use of raised crossing which slow traffic.'

### **Accessible schools**

'Flashing signs at school zones and aligning 40km/h times with NSW.'

'Introduce more school crossing supervisors and man crossings all day.'

### **Ticketing and fares**

'Provide free or discounted bus travel on weekends (like Luxembourg).'

'Harmonise payment options: Either allow parking payment with the MyWay card or allow use of contactless payments on buses and light rail or both.'

### **Personal safety**

'The final strategy should acknowledge the important role of personal safety and include actions to improve safety in public spaces in Canberra and provide information about risks, especially for vulnerable people.'

'Improve lighting, activation of public spaces and diversity of different people in the community.'

### **Road user pricing**

'Lead the nation with an opt-in pilot road user pricing program. Set a timeframe for the start of this trial.'

## **BECOMING AUSTRALIA'S CYCLING CAPITAL AND MOST WALKABLE CITY**

In total, 360 ideas relating to 'Becoming Australia's Cycling Capital and Most Walkable City' were received. The majority of feedback related to walking. Other comments were received on safety and the separation of cyclists, pedestrians and traffic, planning for accessible communities, and increasing the profile and presence of active travel.

Common themes:

- > Feedback suggested that walking has not been adequately considered within the draft strategy. Other suggestions were made to ensure that the footpath network is complete and of high quality, and that regular maintenance and upgrades of the footpath network are undertaken to accommodate all users and promote walking.
- > Concerns were raised around the conflict between people walking and people cycling, and people cycling and vehicles. Suggestions were made to provide separated facilities for walking and cycling, and off-road bike lanes. General comments on safety were also received on the safety of cyclists, including recommendations for regulation changes, support for cycling skills training and ideas to undertake further share the road campaigns for people walking, cycling and driving.
- > Feedback on cycling included suggestions to develop a plan to support investment in cycling infrastructure, including fixing missing links, improved maintenance, increased bike parking and enhanced wayfinding.

- > Suggestions were also made relating to accessible communities, including increasing pedestrian and cyclist priority at intersections and enhancing opportunities for walking and cycling within planning. Some ideas supported the use of car free zones in Canberra.
- > Suggestions on increasing the profile and presence of active travel within the ACT included encouraging the uptake of e-bikes, improving end-of-trip facilities, better promoting active travel and incentivising active travel.

### **Comments on Becoming Australia's Cycling Capital and most Walkable City**

#### **Walking**

*'I can't see any possible actions about making pedestrians a priority in this strategy.'*

*'Create footpaths wide enough to allow two people to walk side by side on all roads. Reducing car use and promoting public transport won't happen unless pedestrians feel safe and can enjoy walking.'*

*'Provide funding for footpath maintenance: Talk of active travel never mentions the need to provide adequate funding for maintenance of existing infrastructure. Older suburbs have good quality walking networks that are undermined by the hazards created by disintegrating concrete and raised pavement edges. This makes walking unsafe, especially for older pedestrians.'*

#### **Safety**

*'Cycle training and education for cyclists to ensure spaces are shared safely.'*

*'Perhaps there should be a new publicity campaign to stress the responsibilities of both cyclists and pedestrians in the use of shared paths.'*

*'If bicycle lanes are to be included on busy roads then they should be separate from cars by installing a gutter or a grass verge to separate the cars from the bicycle riders. Paint the lanes blue or green to signal that it is for bicycle commuting only to ensure pedestrians do not use them.'*

#### **Cycling**

*'Develop a plan for improved bike path connections to town centres and interchanges.'*

*'Signage of off road routes is inadequate.'*

*'Install more bike parking areas.'*

#### **Accessible communities**

*'Canberra's infrastructure should enable everyone to be able to walk easily, safely, conveniently and comfortably to their nearest school, public transport stop and shops.'*

*'Increased pedestrian access to and from town centres, not just in them. The area surrounding Gungahlin, for example, has very few pedestrian crossing areas.'*

*'Identify opportunities for road closures/no car zones in high pedestrian areas and outdoor dining zones.'*

#### **Increase the profile and presence of active travel in the ACT**

*'Subsidy on electric bikes, I recently bought one for my 10km commute. It is fantastic, really encourages a non athletic person to give it a go and do it regularly. I am out of my car 3 days a week now.'*

*'More convenient end-of-trip facilities around town.'*

*'Encourage more work places to have 5 star facilities for cyclists. For example, Parliament House has terrible facilities for cyclists! ...Offer incentives to work places to improve their facilities.'*

*'Need to communicate the network we have and make it more attractive for people to take up these options.'*

*'Trial paying people to ride to work as in Italy and France. Or as in the Netherlands where commuting cyclists get a tax credit of \$0.22 (€0.19) per kilometer.'*

### ACHIEVING NET ZERO EMISSION TRANSPORT

Due to extensive consultation undertaken during the development of the Climate Change strategy, net zero emission transport was not an explicit focus of discussion. However, 59 ideas were still received relating to 'Achieving Net Zero Emission Transport', with the majority of comments relating to reducing emissions from vehicles. Some general comments on climate change impacts, emissions reductions targets and sustainable behaviours were also received.

Common themes:

- > Feedback supported the promotion of electric vehicles (EVs), electrifying the government bus fleet and ensuring access to EV charging at new developments.
- > Some comments were made about incentives for EVs, such as reduced stamp duty and registration concessions.
- > Suggestions were made to lower emissions from vehicles by coordinating traffic lights and reducing the frequency of vehicles stopping.

#### Comments on Achieving Net Zero Emission Transport

##### **Reducing emissions from vehicles**

*'Address emissions occurring from the freight industry.'*

*'Coordinate traffic lights and remove speed humps to lower emissions.'*

*'The potential to turn off all traffic lights between midnight and 5am could be considered. At this time of day almost no one is travelling and intersections could revert to standard non-controlled intersections.'*

*'Electric vehicles need support. They need subsidies and high-speed charging stations available both in Canberra and within 3-hour drive from Canberra. i.e. in NSW down the coast.'*

*'Prioritise electric buses.'*

*'Encourage take up of electric cars through rebates or concessional stamp duty treatment and parking access.'*

##### **Climate change targets**

*'Climate change impacts including emission reduction targets must be a mandatory consideration for decision-makers making transport decisions.'*

### ENSURING CANBERRA IS FUTURE READY

In total, 123 ideas were received relating to 'Ensuring Canberra is Future Ready'. In addition to the common themes below, other feedback included embracing Canberra's uniqueness and testbed mentality in regard to future transport.

Common themes:

- > There was general support for Mobility-as-a-Service (MaaS) and for trialling autonomous vehicles in the ACT, including autonomous buses.
- > Feedback on drones received a mixed response. Concerns were raised about regulation, noise and privacy.
- > Suggestions were made to include content on new forms of mobility in the strategy, in particular e-scooters. Some comments were also received on emerging technologies such as trackless trams, flying cars and wearable MyWay cards.

### **Comments on Ensuring Canberra is Future Ready**

#### ***Autonomous vehicles and Mobility-as-a-Service***

*'Set clear goals to implement AV shuttle trials and operations integrated with the light rail network. Procure an industry partner to execute AV trials and nominate a timeframe for trials to start.'*

*'There are already trials occurring in Australia of small autonomous mini-buses. There are several places in Canberra where these vehicles could be being tested – Woden bus interchange to Canberra Hospital loop would be a great example and would solve an existing transport problem.'*

*'Mobility-as-a-Service is a really good idea, particularly if you don't need to own a car.'*

#### ***Drones***

*'Even if drones were restricted to flying along larger transport routes the noise is so loud that they could create unwanted and intolerable disturbance. The ACT government should be encouraging the drone industry to research noiseless machines.'*

*'I think drone usage is also important too, as I see myself using it.'*

#### ***Emerging technologies***

*'Legalise small electric vehicles (longboards, scooter, etc) and provide separated lanes for them across town.'*

*'With respect to emerging technology there is no mention of the more adaptable and more cost-effective successor to light rail, namely trackless trams.'*

## **GENERAL**

In addition to the themed ideas presented above, an additional 135 responses were received on the draft strategy. Feedback was received on specific sections of the strategy, such as the vision statement, the monitoring and evaluation framework, the movement and place framework, the indicative investment plan and the modal hierarchy. Other feedback was more general and related to implementation of the strategy and data.

Common themes:

- > Suggestions were made to include targets within the monitoring and evaluation framework. Further comments were made to include a reporting mechanism to track how the ACT is performing against the identified targets.
- > Feedback relating to data suggested that the data references need to be strengthened within the strategy, such as providing finer detail on the percentage of Canberrans who cycle, people experiencing transport disadvantage, and origins and destinations data. Suggestions were made

to undertake further Household Travel Surveys and develop a data collection and management strategy that includes the movement of people and freight.

- > Some feedback was received on the Movement and Place framework. The majority of feedback was supportive of the framework; however, suggestions were also made to expand the content within the strategy. One piece of feedback was unsupportive of the framework.
- > Feedback on the modal hierarchy suggested that sustainable and active travel needs to be promoted more broadly across the strategy, including increasing investment for these modes within the indicative investment plan. Other feedback on the modal hierarchy suggested that more importance needs to be placed on private vehicles.
- > Some feedback relating to the implementation of the strategy was received. This included suggestions to develop the implementation plan in tandem with the climate change and planning strategies, engaging engineers throughout implementation of the strategy and identifying industry and community partnerships within the proposed possible actions, as well as the National Capital Authority.
- > Some suggestions were also made to revise the vision statement.

### **Monitoring and evaluation**

*'Legislate public transport and active transport targets.'*

*'Whilst the Strategy recommends the development of a monitoring and evaluation framework, more guidance on the content and key targets of the framework should be included.'*

### **Data**

*'Strengthen the data references and set clear targets within the strategy to ensure it reflects an evidence-based policy approach and its impact can be measured.'*

*'The ACT Household Travel Survey can provide valuable insights into travel behaviour. The Survey should be repeated regularly and used to help evaluate progress.'*

### **Movement and Place framework**

*'The Movement and Place Framework needs to better articulate how it will manage and facilitate relationships between places and spaces to facilitate movement.'*

*'I don't see the "Movement and Place Framework" having much practical use. The existing ACT road hierarchy (of arterial, major collector, minor collector and access roads) was implemented poorly by the ACT Government with different areas of the Government assigning different classifications to the same road.'*

### **Implementation**

*'The Integrated Transport Strategy, Climate Change Strategy and ACT Planning Strategy [should] continue development through to implementation in tandem.'*

*'The National Capital Authority is not identified as a responsible directorate or a key partner in association with any of the actions. Given their planning jurisdiction over the parliamentary triangle, it will be impossible to implement many of the proposed actions (particularly in relation to active travel) without their support.'*

### **Vision**

*'Prefer a simpler Vision Statement that says something like: A transport system that best meets the needs and requirements of Canberrans.'*

*'A more meaningful Vision would more directly address the benefits and costs of transport. For*

*example, “Efficient, safe and convenient access to employment, education, goods, services, recreation, with minimal environmental impact.”*

## YOURSAY QUICK POLL

The community was asked via a quick poll whether they would be willing to drive slower in areas of high pedestrian and cyclist activity in order to make roads safer for more vulnerable users, such as children, people with disabilities and older members of the community. A total of 199 residents responded to the YourSay quick poll, with 68% of respondents indicating that they would be willing to drive slower in these areas.

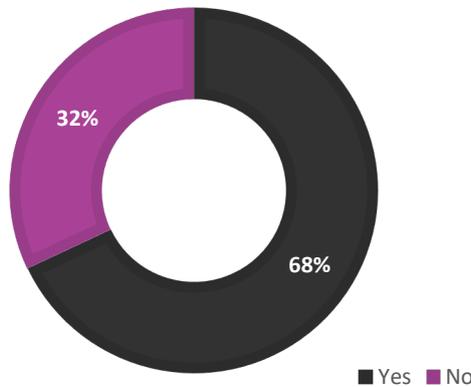


Figure 2: YourSay quick poll results

## SURVEY RESPONSE – YOURSAY PRIORITY LISTING TOOL

The community was invited to respond to a survey on the YourSay website. The survey identified possible actions from the draft strategy that will assist in meeting the strategy’s vision. Respondents were asked to rank the 12 listed possible actions in the order of their preference. Survey respondents were also given the opportunity to provide additional actions for the Government to consider. A total of 338 responses to the YourSay survey were received.

Figure 3 outlines the results of the survey, listed in order of popularity from left to right.

# MOVING CANBERRA: INTEGRATED TRANSPORT STRATEGY

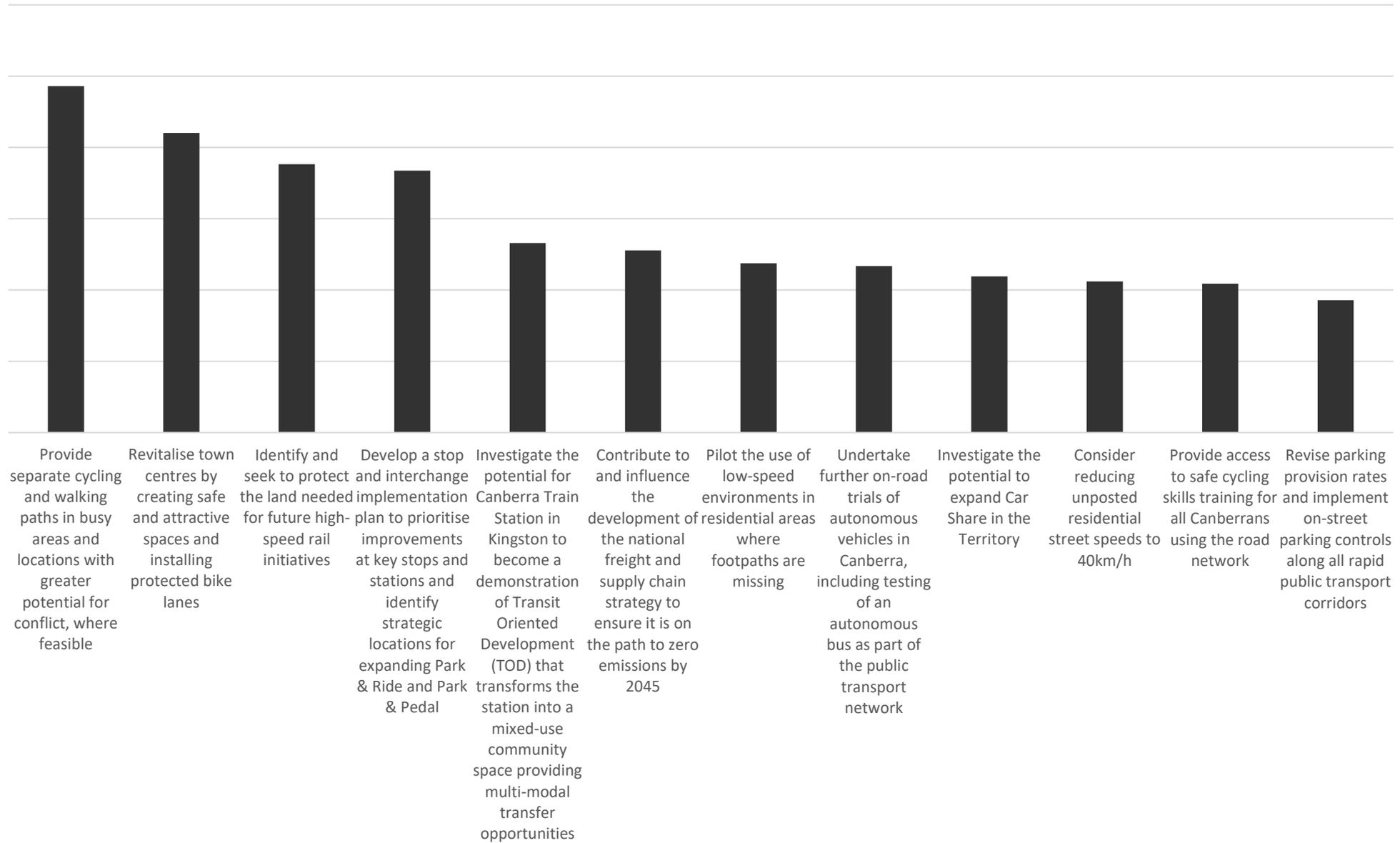


Figure 3: Ranking of actions in YourSay priority listing tool

## NEXT STEPS

All feedback received from the community and stakeholders throughout the consultation is being considered in the preparation of the final Moving Canberra strategy and, where appropriate, changes will be made to the strategy to address the feedback received by the community.

To find out more about *Moving Canberra* and other initiatives, policies and projects in Canberra visit [www.yoursay.act.gov.au](http://www.yoursay.act.gov.au) or follow us on Facebook or Twitter.



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Transport Canberra and City Services

AUGUST 2019