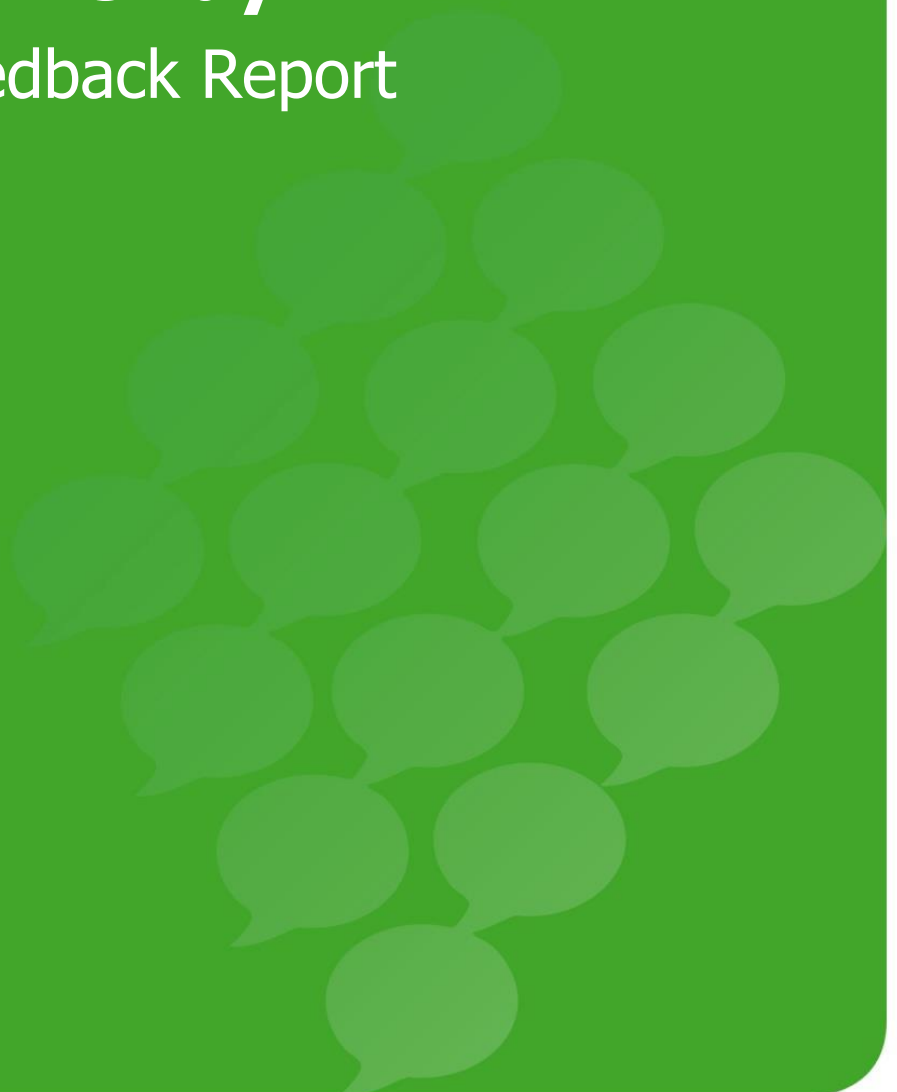


# **Belconnen Bikeway**

## Community Feedback Report



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# 1 Introduction

Transport and City Services (TCCS) have engaged Elton Consulting to analyse, identify and prioritise community sentiment from feedback received over several engagement sessions. The report provides an analysis of the key areas of interest and themes identified through the engagement process.

This report is presented in two chapters. The first chapter provides a summary of the feedback received during three separate consultation methods; Social Pinpoint, Email and a Community Information Feedback Session (CIF). The second chapter presents the written comments received from each consultation method including which part of the project the comment relates to (Bikeway, Benjamin Way, or the Belconnen Arts Centre), the method of consultation the comment was received through, and feedback from the Belconnen Bikeway Design Team.

Comments that did not specifically relate to the scope of the Bikeway project are included in the Appendices.

The Belconnen Bikeway was a commitment of the Labor Government during the 2016 election. Labor committed to spending \$4.7 million to build a dedicated 3m to 4m-wide Bikeway connecting education institutions in Bruce including the University of Canberra, Radford College and the Canberra Institute of Technology's Bruce campus, to the Belconnen town centre, through to the suburbs of Page and Florey.

The Belconnen Bikeway will connect to the existing shared path network to the east and west of Belconnen. The Bikeway will separate wherever possible cyclists from traffic and pedestrians and include new kerbing, new pavement, signage, line marking, and bollards in appropriate locations along the route.

The Belconnen Bikeway will be the first separated cycle facility of its kind in the community path network, outside of the City cycleway. Consequently, careful consideration of the appropriate separation treatment is required.

## 2 Summary of Consultation

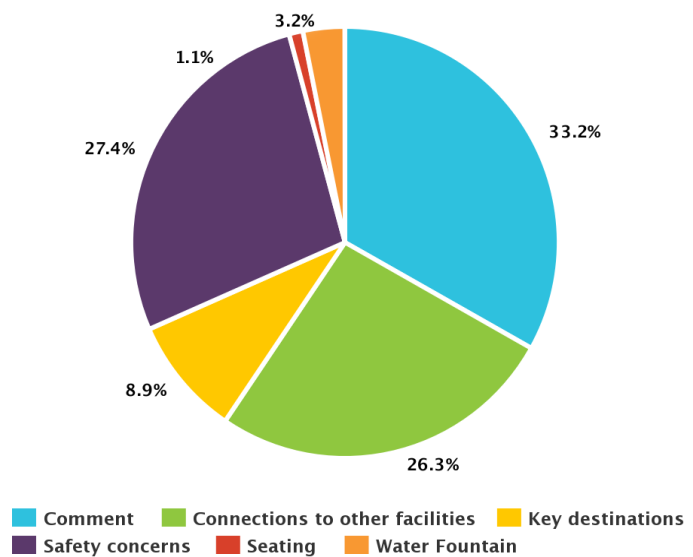
Consultation was performed using four different forms; Have Your Say, Social Pinpoint, Email and a Community Information Feedback Session (CIF). This chapter presents a summary of feedback received through each consultation methods.

### 2.1 Social Pinpoint

The ACT Government invited stakeholders of the proposed Belconnen Bikeway to provide their feedback on the Have Your Say Website. Stakeholders provided feedback on an interactive mapping software known as Social Pinpoint. Social Pinpoint was beneficial to this type of engagement as it allowed users to pinpoint a specific area on the proposed bikeway to make a personalised comment or suggestion. Listed below are some of the key themes noted on the Have Your Say website.

The pie chart below shows the types of comments that were posted on the interactive map of the proposed Belconnen Bikeway. **We asked respondents to provide feedback according to the following areas:**

- » Comment
- » Connections to other facilities
- » Key destinations
- » Safety concerns
- » Seating
- » Water fountain



#### Comment

We received the largest responses from the 'comment' category, with 33.2% of respondents leaving feedback in this category. Respondents provided a diverse range of comments and in many instances their feedback related directly back to the other categories. Most comments were favourable of the proposed Bikeway but included suggestions about improving particular aspects of the route. Comments and their responses are provided in the table in Chapter 3.

#### Safety concerns

Safety concerns were a high percentage of the overall feedback (27.4%). Many of the comments could be considered as general safety concerns, including the need for increased signage, avoidance of steep and slippery roads and the need for well-lit bike paths. Other safety comments were more

specific about certain areas of the bike path. They highlighted certain areas that they thought should include speed bumps or link to other areas of their suburb.

### **Connections to other facilities**

Many stakeholders considered 'connections to other facilities' as a highly important issue for the future bike path (26.3%). There were many different routes suggested to increase connectivity along the bike path. See the table below for specific routes.

### **Key destinations**

Key destinations were also a major category for stakeholders (8.9%). Those that commented thought that the Bikeway should take advantage of attractions like the Arts Centre Boardwalk, Lake Ginninderra and the Arboretum amongst other popular places along the bike path.

### **Seating and Water Fountains**

There was a smaller amount of comments posted about key destinations (8.9%), water fountains (3.2%) and seating. All were in favour of the provision of seating and water along the Bikeway. See table below for more detailed summaries of these comments

## **2.2 Email**

Stakeholders of the proposed Belconnen Bikeway were also invited to provide comments and suggestions through email submissions. Eleven submissions were received.

Overall, the submissions were highly positive of the proposed bike path, with most respondents providing comments about how certain roads could be updated or connected to improve the bikeway. There was one negative submission that spoke about the cost that drivers pay to use the roads in Belconnen and a suggestion that bike riders should be charged for usage.

## **2.3 Community Information Feedback Session**

A Community Information and Feedback Session was held for the public on Sunday 3 June 2018 and had 33 attendees.

Many attendees identified themselves as cyclists and key interests included better cycleways, better town access and the busway redevelopment.

Attendees had the opportunity to view the Belconnen Bikeway and Benjamin Way connection and provide comment on the route. Attendees could also examine maps and provide comment on specific sections of the bikeway, which have been captured in the table below.

The majority of comments were about the need for improved connections at various parts of the bikeway. Many attendees made suggestions of areas that require separate bike paths, safety improvements or improved signage.

### **Improved bikeway connections**

Most feedback focussed on the need for better bikeway connections. Suggestions included improved connections to the northern end of Haydon Drive, Florey, Lake Ginninderra, Belconnen Bikeway and Eastern Valley Way.

Separate bike paths

Attendees also commented on the need for separated bike paths. This would assist with safety and help improve bike connectivity. It was also suggested that a multi-use path via the underpass under Joynton Smith Drive would be beneficial and might stop the creation of "goat tracks" through the landscaping.

Improvements for Safety

Many attendees commented on the need for improved safety signage along the path at key points. It was suggested that better education of path users would improve safety and also assist the flow of pedestrian, cyclist and vehicle traffic at certain areas.

Attendees also identified key hazards along the bikeway, including points where shrubs impacted vision and caused blind spots, areas where lighting was unsafe, and areas with a potential for conflict with Taxi ranks.

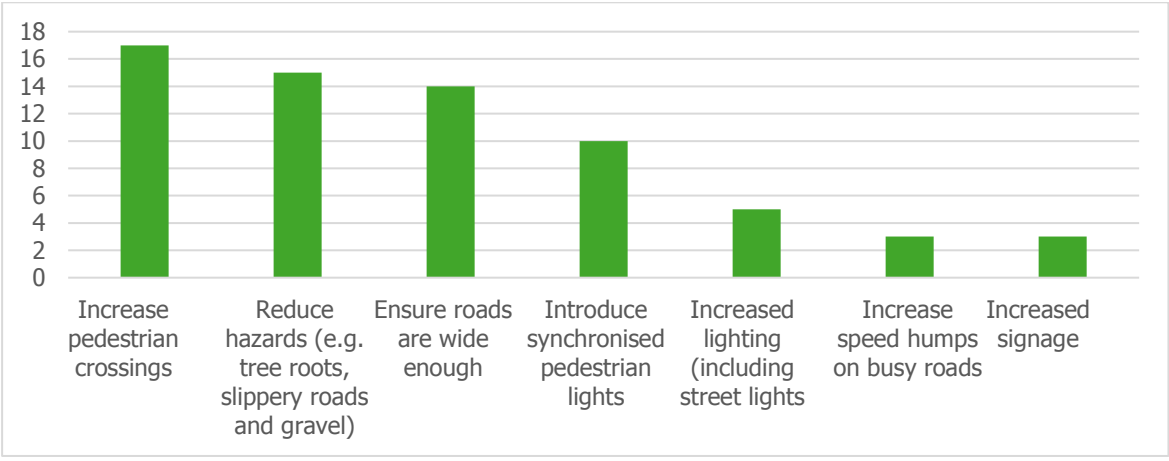
Better tailoring the bikeway for cyclists

Suggestions were made for ways that the bikeway could be improved to facilitate cyclists. These included automatic traffic lights and more bike racks for storage.

2.4 Have your say

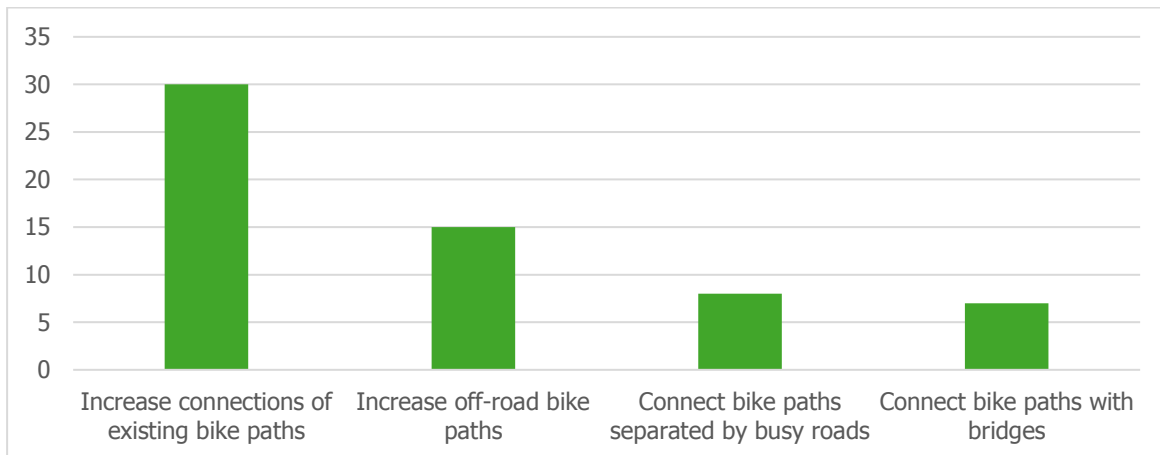
Safety

Safety was a key issue raised by stakeholders of the Belconnen Bikeway project. Out of 277 comments on the Have Your Say website, 67 stakeholders raised the issue of safety. The largest portion of these comments came from people who suggested an increase in pedestrian crossings, including synchronising the lights so that people did not have to press a button at the crossing (28 people). Other concerns included the need for wider bike paths, more street lights, increased signage and the prevention of dangerous hazards. See more comprehensive table of feedback for more information.



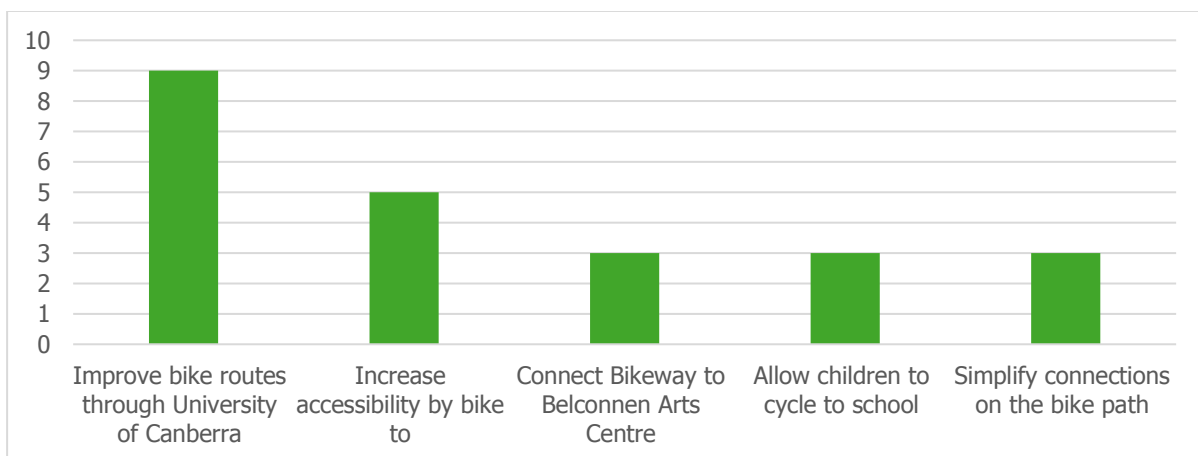
### Connections to other facilities

Connections to other facilities were also considered as an important issue. The highest portion of respondents raised the issue of connecting bike paths that were unsafe because they were broken up by busy roads (30 people). There was also a high amount of support for increasing off-road bike paths, as well as bridges to avoid heavy traffic. See comprehensive table of feedback for more information.



### Key destinations

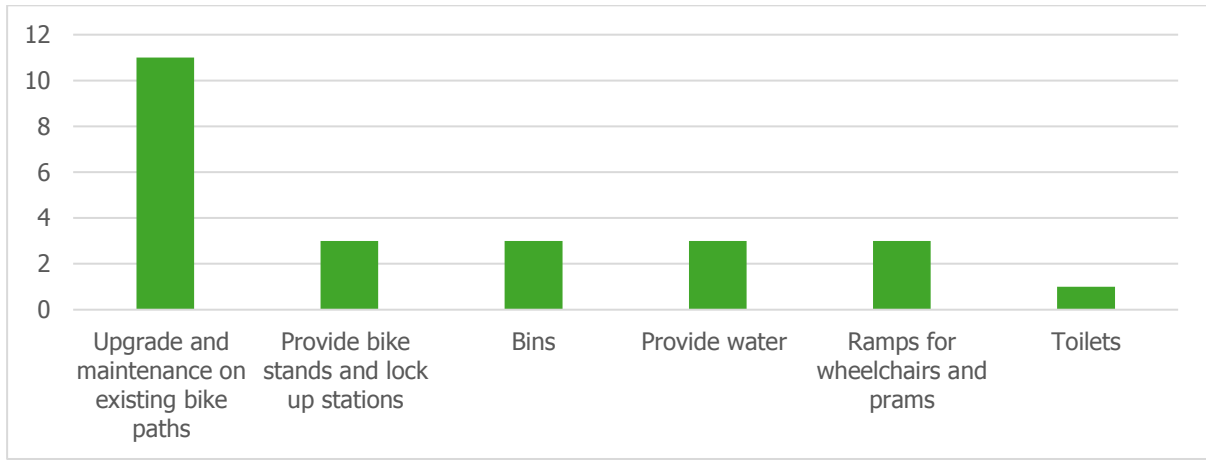
Stakeholders in this category were interested in improving bike routes throughout the University of Canberra (9 people), improving the accessibility of Westfield shopping centre (5 people) and creating better connections to schools and the Belconnen Arts Centre.





## Infrastructure

Stakeholders responding on the Have Your Say website also had key concerns about infrastructure supporting the bike path. Respondents asked for upgrades and maintenance on existing bike paths (11 people), more water fountains, seating, bins and toilets amongst other additional infrastructure.



## 3 Comments and Response

This chapter presents the comments that were received during the consultation period in a table. A response to each comment is also provided from the Belconnen Bikeway Design team.

### 3.1 The Bikeway

Method	Theme	Feedback	Response
Social Pinpoint	Safety concerns	resurfacing of slippery roads, especially those that are unsafe in winter	New pavement will be constructed in accordance with the relevant safety Standards.
Social Pinpoint	Safety concerns	increased signage to remind drivers of their obligation to give way to pedestrians	Appropriate signage will be installed in accordance with relevant Standards.
Social Pinpoint	Safety concerns	increase well-lit footpaths and bike paths	Bikeway will be lit to meet the current Australian Standard.
Social Pinpoint	Safety concerns	maintenance of a smooth bike path to avoid accidents	Noted.
Social Pinpoint	Safety concerns	improvements to pedestrian crossings and longer green lights	Noted:
Social Pinpoint	Safety concerns	avoidance of steep roads that require heavy braking	Gradients have been considered in the design for the Bikeway.
Social Pinpoint	Safety concerns	more education, public and frequent to remind cyclists of the road rules; in particular their duties towards pedestrians on shared paths.	Noted.
Social Pinpoint	Safety concerns	there should be safer areas for residents to cross over to reach Lake Ginninderra	Safety is a primary criteria for the design. Connections have been designed to improve access to Lake Ginninderra for local residents.
Social Pinpoint	Connections to other facilities	an extension of the existing path around the Arts Centre on the lake edge is important	Project Planning is underway for a foreshore link to connect the Emu Bank business precinct to the east of the BAC with the public parkland to the west.

Method	Theme	Feedback	Response
Social Pinpoint	Connections to other facilities	provide more wheelchair ramps for accessibility	Ramps will be incorporated where feasible and will meet the requirements of AS1428 (Design for Access and Mobility).
Social Pinpoint	Connections to other facilities	connect to the front of Belconnen Mall by putting a bike track going behind these buildings in parkland	A connection is being provided from the Bikeway to the existing Main Community Route that connects to the Luxton St / Lathlain St traffic signals. Due to steep grades and significant changes in level, it is not viable to provide a path connection directly from Emu Bank to the Belconnen Mall.
Social Pinpoint	Connections to other facilities	more cycle racks all around this precinct, especially close to the new and existing cycle paths are needed	Location for bike racks will be considered in the Bikeway design.
Social Pinpoint	Connections to other facilities	the current proposal makes sense to link to Florey shops by pedestrian light crossing	Noted
Social Pinpoint	Connections to other facilities	there was overall support for the Benjamin Way connection.	Noted
Social Pinpoint	Key destinations	an underpass to cross Haydon Drive is desirable	Noted. Many safe crossings exist, consequently an underpass to cross Haydon Drive a low priority compared to other needs for cycling improvements.
Social Pinpoint	Key destinations	continue the bikeway on western side of Haydon Drive	A Main Community Route exists on the west side of Haydon Dr in this section. No future upgrade to the local path on the east side of Haydon Dr is currently being planned
Social Pinpoint	Key destinations	provide a ramp connecting the busway path to Lathlain	. A connection is being provided from the Bikeway to the existing Main Community Route that connects to the Luxton St / Lathlain St traffic signals. Due to steep grades and significant changes in level, it is not viable to provide a path connection

Method	Theme	Feedback	Response
			directly from Emu Bank to the Belconnen Mall.
Email	Safety concerns	East / West approaches to BAC divert cyclists and pedestrians into shared, unmarked pavement	A shared path is proposed to accommodate pedestrians and cyclists.
Email	Safety concerns	Provide safe and efficient crossings between the paths on the west side of Joynton Smith Drive and the paths on the north side of Emu bank	The median on Joynton Smith Dr will be widened to provide refuge for pedestrians.
Email	Safety concerns	Improve the safety and efficiency of pedestrian and bicycle crossings of Luxton and Beisell Streets	The Bikeway design proposes changes that will improve safety and efficiency for pedestrians and cyclists crossing at Luxton and Beisell streets.
Email	Safety concerns	The footpath alongside College Street should become a pedestrian-only footpath, as cyclists will be able to use the adjacent bicycle-only path alongside Pinaroo Street	Noted.
Email	Route Planning	The path alongside Haydon Drive is seen as a lower priority. It should be given high priority so that the Belconnen Bikeway is a complete cycle path, rather than a partial 'road to nowhere'	The section of the Bikeway may be constructed if funding permits.
Email	Safety concerns	Traffic and pedestrian lights should be synchronised and automated to obviate the need to press the button	Noted.
Email	Safety concerns	Provide adequate lighting and if possible CCTV along the old bus way	Lighting has been designed to meet relevant Standards. Existing scope does not allow for CCTV.
Email	Safety concerns	The plans show that cyclists and pedestrians would be encouraged to cross Joynton Smith Drive just to the north of the Beissel Street intersection, without any pedestrian crossing at this spot. This would be	The design has incorporated a safe crossing for pedestrians and cyclists just north of Beissel Street. A pedestrian refuge has

Method	Theme	Feedback	Response
		very dangerous. In addition, cyclists from the west crossing at this point would likely turn into Beissel Street (which already has a shared path), rather than continue to Emu Bank in order to travel to the east.	been incorporated into the design by widening the median.  The final design will include temporary works along the Bikeway under Luxton Street to Emu Bank.
Email	Design	The Bikeway should not be narrower than the agreed upon 3m wide cycle path	The bikeway width will only be reduced where it is separated from pedestrians or the site constraints prevent it from being 3m
Email	Connections to other facilities	There is currently a gap in the paths between the main cycle path from Ginninderra Drive down Aikman. Provide a short, connecting, separated path that links the crossing in this section of the Belconnen Bikeway to the main path alongside Aikman Drive	No upgrade planned in the near future.
CIF	Key destinations	Improved connection to Florey is needed, including connection to green spine path, the North Joynton Smith connection, and southern Florey	Noted. However, this is not able to be incorporated into the current design because of budget limitations.
CIF	Connections to other facilities	A footpath on Joynton Smith Drive Mall under Luxton Street Bridge to Emu Bank would help with the existing high pedestrian use to access the Mall	A connection is being provided from the Bikeway to the existing Main Community Route that connects to the Luxton St / Lathlain St traffic signals. Due to steep grades and significant changes in level, it is not viable to provide a path connection directly from Emu Bank to the Belconnen Mall.
CIF	Key destinations	Provide access points from Morell Close and Beissel Street	Connections to Morell Close and Beissel Street are being provided

Method	Theme	Feedback	Response
CIF	Landscape	Establish a retaining wall for the shrubs growing in steep areas	Current funding for the bikeway does not allow for additional landscaping improvements
CIF	Safety concerns	Ensure adequate lighting	Lighting has been designed to meet relevant Standards.
CIF	General	This area will need work over time as UC and area around CISAC are developed	Noted
CIF	Connections to other facilities	Suggestion for a CISAC link	Noted. Outside the current project scope.
CIF	Safety concerns	Traffic warning signs are needed at the Coinda Street crossing for those turning left into UC	Appropriate signage will be provided as part of the design
CIF	Safety concerns	There is a potential for 'black spots' in areas where cycle ways become shared paths for pedestrians and cyclists	Noted.
CIF	General	Suggested softening to the angles of the turns at Kirinari Street crossing	These turns are tight to improve safety and to discourage speeding.
CIF	Connections to other facilities	Improve the connectivity between existing focal points such as the Arts Centre, Westfield and Margret Timpson Park	Connectivity to focal points such as between Westfield, the Arts Centre and Margaret Timpson Park will be considered as part of the design for the Benjamin Way protected bikeway.
CIF	Landscape	Plant suitable trees as some parts have very little greenery	Tree planting forms part of the project
CIF	Key destinations	There is no footpath on Joynton Smith Drive from under the Luxton St Bridge up to Emu Bank to allow pedestrian access to the Mall	The final design will include temporary works along the Bikeway under Luxton Street to Emu Bank.

Method	Theme	Feedback	Response
CIF	General	The current 2m path needs to be widened to at least 3m, as per existing regulations – question for Eltons	This path is temporary and subject to change after the block is released for sale.
CIF	Landscape	Improve landscaping and plants	Tree planting is included in the design to improve the existing landscape.
CIF	Safety concerns	Safety improvements are required for “goat tracks” and to the path along the ACT Government car park. Trees affect the lighting along Emu Bank and are an obstacle for vision in this area, which also impacts on safety	A path is being provided. trees will be trimmed to improve visibility, however tree canopies will be retained to moderate heat in the Town Centre.
CIF	General	Improved education about cyclist safety for people entering and leaving car parks	Linemarking and signage to assist safe car park entry and egress will be incorporated in the design.
CIF	Key destinations	A path down Haydon Drive is important and should be funded	Noted.
CIF	Safety concerns	One attendee queried the speed limits	Speed limits are consistent with AS 1742.4
CIF	Safety concerns	It was noted that bell signal etiquette is needed	Behavioural signage will be provided that includes a message to <i>Warn on Approach</i>
CIF	Safety concerns	One attendee commented that there was conflict between user groups and that limiting numbers, improvements to signage or education might help this	Numbers of path users will be limited around the BAC once the new path is built to the north of BAC. Behavioural signage will be provided for path users.

## 3.2 Benjamin Way

Method	Theme	Feedback	Response
Email	Connections to other facilities	Proper pedestrian access to Westfield will be beneficial for bike riders	The Benjamin Way design will consider safe pedestrian access to Westfield while providing a protected bikeway for cyclists.

### 3.3 Belconnen Arts Centre

Method	Theme	Feedback	Response
Social Pinpoint	Connections to other facilities	a shared path and Arts Centre Boardwalk would complete the walk around the Lake Ginninderra Griffin without having to cross driveways	Planning is underway for a foreshore link to connect the Emu Bank business precinct to the east of the BAC with the public parkland to the west.
Email	Connections to other facilities	Ensure design retains provision for future covered set-down area to Belconnen Arts Centre	Noted.
Email	Connections to other facilities	Build a separated cycle path from Beissel Street to the Arts Centre	Noted. This is outside the project scope.
Email	Safety concerns	There is currently poor visibility for vehicles entering and exiting Belconnen Arts Centre car park	Noted.
Email	Connections to other facilities	Linkages between the lakeside to the Belconnen Bikeway are poor	There is a link between the bikeway on the southern side of the Arts Centre.



# Appendices

A      Comments not within the scope of the project

# A Comments not within the scope of the project

Method	Theme	Comment
Social Pinpoint	Safety concerns	the western side of Eastern Valley Way lacks a safe bike path
Social Pinpoint	Safety concerns	the splitter island at intersection of Hennessy St and College St does not have an accessible pedestrian or bicycle pass
Social Pinpoint	Safety concerns	the cycle path along Ginninderra drive is narrow, in poor condition and not adequately separated from the road
Social Pinpoint	Safety concerns	slip lanes that leave the Belconnen Way need more signposts
Social Pinpoint	Safety concerns	the entrance to Belconnen Mall on the western side is very dangerous for pedestrians and cyclists
Social Pinpoint	Safety concerns	speed humps should be incorporated for cars joining or crossing Benjamin Way
Social Pinpoint	Safety concerns	tree roots at the Redfern Street intersection make the path unstable and unsafe (north entry)
Social Pinpoint	Safety concerns	Glenloch Interchange is unsafe due to high traffic and uneven surfaces
Social Pinpoint	Safety concerns	A practical solution is required to ensure the connection to Macquarie does not encourage people to cross illegally
Social Pinpoint	Connections to other facilities	consider a cycle/path access to Belconnen markets
Social Pinpoint	Connections to other facilities	consider having more direct access to the Arboretum by bike/pedestrian path from Mt Painter
Social Pinpoint	Connections to other facilities	the addition of an amphitheatre to the north of the Arts Centre would be an asset for outdoor events (and weddings)
Social Pinpoint	Connections to other facilities	a small pontoon (floating stage) or jetty extending into the lake would complement the bike path

Method	Theme	Comment
Social Pinpoint	Connections to other facilities	pocket parks would be a good addition
Social Pinpoint	Connections to other facilities	bicycle tours around Canberra would boost tourism
Social Pinpoint	Connections to other facilities	a sculpture park would be great addition and would maintain view across the lake
Social Pinpoint	Connections to other facilities	the extension around the arts centre is a good idea
Social Pinpoint	Key destinations	a pedestrian/cycling bridge across to the peninsula
Social Pinpoint	Key destinations	a path linking Civic with Kaleen/Giralang
Social Pinpoint	Key destinations	easier cycling through the University of Canberra
Social Pinpoint	Key destinations	extend cycle path to west side of Haydon Drive from College St to Ginninderra Drive  Not in the current project scope. A Main Community Route exists on the west side of Haydon Dr in this section. No future upgrade to the local path on the east side of Haydon Dr is planned in the ACTIVE Travel Infrastructure Practitioner Tool.
Social Pinpoint	Key destinations	links to the main bicycle path coming from Kaleen are desirable
Social Pinpoint	Key destinations	improve connections between the east-side bike path along Benjamin Way to the east-side bike path along Eastern Valley Way
Social Pinpoint	Water fountain	water fountains and refillable potable water stops along the path
Social Pinpoint	Water fountain	the park at the end of Benjamin Way should have a public water source available as it is particularly hot in Summer
Social Pinpoint	Water fountain	enough bins to cater for people using the path are needed.

Method	Theme	Comment
Email	Connections to other facilities	A separated path linking the main path through Macquarie and down the eastern side of Benjamin Way is a good idea
Email	Connections to other facilities	Strong support for the bike path to be built all the way along the western side of Benjamin Way
Email	Connections to other facilities	Create strong connectivity between Belconnen Way and Emu Bank, facilitating access to Westfield, the Town Centre and the Bus Interchange
Email	Connections to other facilities	The foreshore does not link up the otherwise completed southern sections of Lake Ginninderra
Email	Connections to other facilities	Existing Emu Inlet works are underutilised due to lack of complete circuit
Email	Safety concerns	Belconnen Arts Centre faces an old rocky foreshore that is steep, unsightly and unsafe
Email	Connections to other facilities	The foreshore does not link up the otherwise completed southern sections of Lake Ginninderra
Email	Safety concerns	Tree roots are a major concern in Woden area where I ride most, making the pathway dangerous and uncomfortable to ride on
Email	Seating	Provide some seating and water fountain along the way
Email	Connections to other facilities	Connections to the fresh food markets would be appreciated
CIF	Seating	Suggested busway improvements include the provision of seating, water fountain, trees and more rubbish bins
CIF	Connections to other facilities	Section B should provide connection to Aikman Drive path  <a href="#">Not in current scope. No future upgrade to path on the east side of Aikman Dr is planned in the ACTIVE Travel Infrastructure Practitioner Tool although the Tool also does not show the recently constructed MCR</a>
CIF	Safety concerns	Change the speed to 30km/h in the local area, i.e. on Chandler Street and Swanson Court
CIF	Safety concerns	Suggestion for an all vehicles road user license
CIF	Connections to other facilities	The link down Battye Street through AIS needs signage and paint on the road

Method	Theme	Comment
		Not part of current scope.
CIF	Connections to other facilities	<p>A link to Fern Hill Technology Park would be valuable</p> <p>Path connections into the section of Bruce east of Haydon Dr could be provided when funding permits.</p>



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