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Comments on behalf of the Gungahlin Community Council Inc. Re: The Draft Sustainable Transport Plan for the ACT

Dear Sir or Madam,

Please find attached the comments from the Gungahlin Community Council Inc. relating to The Draft Sustainable Transport Plan for the ACT.

Should you require more information, please contact me on:
(H) 6242 9444, (M) 041 7272 019 or email info@gcc.asn.au

Yours sincerely

Ian Ruecroft
6th December 2003

Gungahlin Community Council's comments re: The Draft Sustainable Transport Plan for the ACT

Introduction

The Gungahlin Community Council Inc. (GCC) is a not for profit organisation, with a particular interest in matters associated with the Gungahlin district. The GCC constitution identifies the district of Gungahlin as the area bounded by the Federal and Barton Highways, the NSW border and the township of Hall.

The objective of the Council is:

To preserve and improve the social, cultural, economic and environmental well being of Gungahlin and the Gungahlin Community.

To achieve these objectives the Council undertakes to:

- consult with members of the Gungahlin community;
- represent the Gungahlin community, and lobby authorities on the community's behalf;
- provide a non-political environment where members of the community can express their aspirations, concerns and suggestions;
- provide a public forum where members of the community can obtain information, support and opportunities to network with others;
- advise, support and/ or assist any organisation with compatible objectives to those that have been adopted by the Council;
- liaise with members of the public, legislators, officials and community representatives; and
- to provide appropriate information and opinions on matters relevant to the Gungahlin community.

The GCC has participated in the development of The Draft Sustainable Transport Plan for the ACT (DSTP) and has been represented at many of the working group opportunities available during the consultation process. The Council supports the underpinning need for a Spatial Plan for the ACT and recognises that a sustainable transport plan is an import aspect of any planning directions considered for the ACT's future growth and development.

The GCC reserves the right to make further comments should it identify additional issues of concern over the coming weeks and, in particular, any issues of importance that it identifies in relation to the Gungahlin district.

General comments

The GCC commends the government for its commitment in establishing future ACT transport needs. The Council is very supportive of planning and development focused around public transport models and has been a vocal

supporter of futuristic public transport models that are likely to encourage public transport use in excess of 25%; for all work related journeys.

Members of the Council's transport committee have considered the DSTP in relation to:

1. the ACT's current and future development;
2. transport issues related to the Gungahlin district;
3. information currently available relating to transport issues or concerns for the whole of the ACT;
4. information received at meetings of the Public Transport Futures Feasibility Study consultations;
5. public transport experiences in cities with populations and densities comparable to Canberra.

The GCC considers that the recommendations of the DSTP are a good starting point for a focused consideration of the ACT's transport network. However, the report fails to recognise that informed decisions can only be made with current and accurate information. This is particularly the case in relation to consideration of future public transport options.

It should be noted that the DSTP refers to a number "studies" that were used for background analysis. The GCC considers that the information provided in the document "Canberra at the Crossroads: A way out of this mess" (Dr Paul Mees 1997) contains considerable information which is Canberra specific, current and focused on many of the topics referred to in the DSTP. The GCC suggests that many of the considerations (related to public transport) that are contained in Canberra at the Crossroads, should have been used as the starting point of the Public Transport Futures Feasibility Study.

1. Road networks

The GCC supports the principle of development that is based on the Town Centre development model, thus minimizing the need for extensive additional road networks. The GCC considers that the Gungahlin Drive extension is required for Gungahlin residents. We note that there is no suggestion (in the DSTP or the Draft Spatial Plan) that the need for this road should be reviewed.

The GCC is of the belief that, unless there is a significant commitment to establishing a viable employment base; and visionary public transport initiatives in the Gungahlin and Mitchell district, there will be a need for additional road networks. The construction of Monash Drive will be required to provide Gungahlin residents access to Civic, Barton and Russell. Public transport initiatives will assist in delaying the construction of the road, but it is unlikely to remove the need for the road in the longer term, unless reasonable numbers of local employment opportunities exist.

The GCC considers that one, relatively low cost option for delaying the construction of Monash Drive may be to construct the section of Monash Drive

between Madigan St (Hackett) and the intersection of Limestone and Ainslie Avenues. This road would be for public transport use only; and could be coupled to a bus lane along Phillip Ave/ Flemington Rd. It would require the duplication of Phillip Ave, from Antill St to Madigan St (Hackett). This public transport corridor could provide reasonable traveling times between Civic and Gungahlin, whilst relieving congestion along Northbourne Ave.

Recommendation
1a) That resources be committed to investigating the viability of the construction of a public transport corridor between Madigan St (Hackett) and the intersection of Limestone and Ainslie Avenues. This public transport corridor could provide reasonable traveling times between Gungahlin, Civic, Barton and Russell, whilst relieving congestion along Northbourne Ave.

2. Local employment opportunities

Local employment eases traffic congestion and the associated negative environmental impact; whilst reducing the costs associated with road construction, improvement and maintenance.
The GCC supports the principle of development that is based on the Town Centre development model, with Civic and the Parliamentary Triangle being the main areas of employment. This model provides each community with reasonable amenity and community identity. It also reduces the need for extensive travel for employment related purposes.

The GCC believes that there is a need to identify Gungahlin, Mitchell and Tuggeranong as disadvantaged areas (in relation to employment) and to commit resources into planning and implementing initiatives that will provide these areas with equitable employment opportunities, commensurate to their respective residential populations. The initial focus of these actions should be concentrated on the Gungahlin and Mitchell district.

Recommendation
2a) That the principle of development based on the Town Centre development model (with Civic and the Parliamentary Triangle being the main areas of employment) be identified as a sustainable model for the ACT; with Town Centres, in all districts being treated equitably in relation to community facilities, services and employment opportunities.

2b) That Gungahlin, Mitchell and Tuggeranong should be identified as disadvantaged areas (in relation to employment) requiring the commitment of resources to plan and implement initiatives that will provide these areas with equitable employment opportunities. This should include the establishment of population triggers linking development, incentives and other initiatives with the creation of full time employment opportunities.

2c) That resources be committed to exploring options, community consultation and the development of strategies to overcome the stagnation of employment in

the Gungahlin Town Centre and Mitchell area; including the establishment of milestones for monitoring progress.

3. A public transport system for the ACT

The Council's transport committee considers that there are at least four possible directions that the ACT can take in relation to public transport options.

1) To continue in the current direction, exercising a conservative approach to public transport, by implementing gradual service improvements; improved interchanges; increased dedicated bus lanes; and other minor changes to the existing bus services.

The end result would be an expected growth in public transport usage to around 7 to12%; which would be considerably affected by ticketing prices and service quality.

2) To take a more aggressive approach in encouraging public transport use by opting for extensive improvements to local and inter town services including: a) the introduction of quality park-and-ride facilities; b) a 200% increase in the number of local bus shelters; c) introduction of a network of appropriate and/or dedicated bus lanes linking all town centres and areas of significant employment; d) implementation of an extensive network of express and semi express bus routes; as referred to in recommendation 6b.

The end result would be an expected growth in public transport usage to around 10 to 20%; which would be considerably affected by ticketing prices and service quality.

3) To investigate and establish a futuristic public transport system (bus, light rail, monorail or other) as the backbone of the ACT's public transport network. Such a network should link all town centres, areas of significant employment and park-and-ride/ interchange facilities. The network should be designed to be compatible and complementary to the existing (and future) ACT bus service, with quality interconnecting services and appropriate improvements to local bus services and facilities. There would also be a need to construct quality interchanges and public transport hubs (stops) along these transport corridors.

These hubs should be spaced at least two kilometers apart.
The end result would be an expected growth in public transport usage to around 25 to 40%; which would be considerably affected by ticketing prices and service quality.

4) To investigate and establish a futuristic public transport system (bus, light rail, monorail or other) as the backbone of the ACT's public transport network, with provision of public transport services at nil cost to all users. The establishment and running costs for the service could be recouped by levying a fee (approximately $300 to $500 per household) for each ACT residence.

The end result would be an expected growth in public transport usage to around

40 to 50+%, mainly dependent on service quality and the system's ability to cater for peak period usage.

Recommendation
3a) That informed debate take place within the ACT community to publicise public transport options, in an effort to gauge the community's support for real public transport reform.

4. A public transport system for the ACT

Page 19 of the report includes the words "that a corridor system with public transport services operating on a fully or partly dedicated right-of-way that serves all core inter-town routes is justified for Canberra. It can provide high quality service in terms of frequency, reliability, travel time, visibility and security. Its assessed viability is based on savings in road user costs, reduced environmental costs, reduced road construction and maintenance, reduced accident and other reductions and benefits. Light rail or buses can use this system. Either would be expensive - $890 million and $670 million respectively."

From information currently available there is no evidence that a proper estimate of "a public transport system" (for any, or all of the ACT) has been undertaken. The estimate would appear to be a rough guess rather that a current, accurate estimate. The figure of $890m (for light rail) would appear to be considerably inflated. Information currently available to the Council indicates that $890m could be more than double the actual cost of a light rail network for the ACT. It is also understood that for a cost of under $100,000 it would be possible to have a detailed and accurate estimate for "a public transport system" which would include bus, light rail and monorail options for the ACT.

The GCC recognizes that attracting people to use public transport is a complicated exercise. We recognize that there is very little chance of attracting people who are supplied with a company car or work in an area that is difficult to get to by public transport. Others have considerations such as childcare pickup, schooling, sporting and social commitments that make public transport fairly unattractive.

Although there are many things that make people decide to use public transport, there are some basic factors that cause people to consider it in preference to purchasing a vehicle or running a second car.

Items that attract to public transport	Items that cause consideration of public transport
Favorable travel time	Difficult traffic conditions
Attractive fare structure	Shortage of available parking and parking costs
Convenience of stations	Company and/ or Government incentives
Frequency and reliability of service	Environmental concerns
Passenger comfort at stations and in travel	Increases in the cost of car ownership e.g. petrol cost, registration, other fees and changes

Recommendation

4a) That the ACT Government commits resources to obtain a detailed and accurate estimate for "a public transport system" which would include bus, light rail and monorail options for the ACT.

4b) That informed debate should take place where ACT residents can decide which public transport option they would prefer for the "public transport system". This system should have a minimum function of linking all ACT town centres and areas of significant employment.
Such consideration should be focused to include the following factors:

- the construction, maintenance and running costs of the proposed system;
- the likely attraction of the service for ACT residents, tourists and others;
- the community's preparedness to pay for and use the proposed system;
- the sustainability, flexibility and options for extension of the system;
- issues related to environmental and development opportunities and/ or concerns;
- the possibility of Federal Government funding contributing to the construction of the system;
- the provision of benefits to disadvantaged districts of the ACT (including Gungahlin and Tuggeranong);
- the likely impact the service might have in attracting patronage from current optional users of public transport;
- the government's ability to identify and recoup construction costs through development fees and/ or betterment levies, fairly imposed on development in districts likely to benefit from public transport infrastructure.

5. Light rail, with the Civic to Gungahlin route given priority

The GCC supports proposals for public transport to be more central to transport solutions. However, we are concerned that there appears to be a "band aid" mentality in relation to this subject. The ACT needs to abandon our "small town" public transport thinking and move toward becoming a public transport "city".

Although local employment is crucial in any transport solution for Gungahlin; the Council considers that the only way to avoid the need to construct Monash Drive is the establishment of a high quality light rail public transport system that offers an attractive alternative to the private motor vehicle. However, we do not wish to rule out the exploration of other alternatives, including a high quality ACT bus-way network (including a Monash Drive bus way) or Monorail.

The GCC supports the vision of a light rail network linking all town centres and areas of significant employment. The light rail network should be designed to be compatible and complementary to the existing (and future) ACT bus service.

The first stage of the light rail network should be the route from Civic to Gungahlin. This route should be as direct as possible, with identified routes being:

a) Follow Northbourne Avenue before turning into Flemington Rd and proceeding to the Gungahlin Town Centre.

b) From Ainslie Ave, Wolseley Dr, Monash Dr, Phillip Ave, behind the Kambewarra Wine complex then along Flemmington Rd to the Gungahlin Town Centre.

The logic for this proposal is:

1) The growth of Gungahlin is the greatest of any area in the ACT and therefore should be identified as an area that can benefit most from the provision of light rail services.

2) Light rail would have the benefit of attracting employment and investment to Gungahlin and Mitchell. It will also increase the opportunities for quality commercial and residential development to be structured with a public transport focus and incorporating sustainable planning principals.

3) The economic benefit to the Territory would be significant along the route, due to the increased revenue received from land sales adjacent to the corridor (as a result of the commitment to light rail). This economic benefit will not be available to the Territory after the land is sold to developers. e.g. the sale of commercial blocks along Flemington Road.

4) The light rail option, for Civic to Gungahlin, would generate considerable cost savings, which can be achieved by avoiding the construction or upgrading of roads that would be required to deliver equitable transport corridors for Gungahlin residents i.e. The construction of Monash Drive.

5) The light rail link from Civic to Gungahlin is the least expensive route and is the most necessary of all routes linking the town centres, at this stage of the ACT's development.

6) A realistic time frame for the construction of a light rail link from Civic to Gungahlin would be three years; which will coincide with land sale opportunities, population growth, revenue availability and community expectations.

7) Opportunities exist for the development of the EPIC car parking areas as an extensive Park-and-Ride facility that could form a hub for a car, bus and light rail interchange and service facility.Gungahlin is at a stage where public transport could have a huge influence for purchasers of future homes. At this time there are very few homes within easy walking distance of Flemington Road. In fifteen years there will be 15,000 to 30,000 people living within easy walking distance of Flemington Road. Light rail offers an opportunity for quality development focused around public transport hubs and sustainable commuter patronage.

Note: Available information indicates that the amount of revenue received from land sales in Gungahlin, during 2003, would easily cover the costs for construction of a light rail system from Civic to Gungahlin; including track, power, rolling stock, stations and a depot.

Recommendation

5a) That resources be committed to establishing an accurate costing for the construction, maintenance and operation of a high quality public transport network, linking all Town Centres and districts of significant employment. The vision of an ACT light rail network should be the preferred model, unless other alternatives are proven to deliver superior outcomes and long-term public transport benefits.

5b) That construction of a light rail link from Civic to Gungahlin should happen over the next three years, with land sales along the route delayed until commitment to the project has been confirmed.

5c) That development around public transport hubs should be identified as a separate development charge, with the revenue from this source being used exclusively for light rail construction and expansion.

6. Park-and-Ride facilities

The ACT is in an ideal position to establish a comprehensive Park-and-Ride network. These should be designed to provide different levels of interchanging and/or gathering points. Major Park-and-Ride facilities could be established at existing facilities, such as EPIC and Bruce Stadium.
These venues currently have land set aside where a considerable number of vehicles could be parked. This parking capacity is virtually unused during the working day weeks (with the exception of the Canberra Show) and could be easily adapted to provide a secure parking facility that would be suitable for a large number of vehicles to be parked during week days.

In addition to Park-and-Ride users the facility could cater for cyclists and persons who live within walking distance. These facilities could also provide quality drop-off points for Kiss-and-Ride users. Ideally the facilities would be constructed to act as a functioning interchange, linked to a light rail network and local bus services. The facility should be provided with extensive security fencing, surveillance cameras, adequate lighting and covered walkways. Express buses should operate through these facilities, to all town centres and areas of significant employment.

Local area Park-and Ride facilities (gathering points) should be established at appropriate ACT Group Centres and/ or alternative location e.g. on arterial roads. Such facilities should provide secure cycle storage and covered waiting shelters, where appropriate. Services operating from these points should be structured to provide a "semi express" service, which only stop at other local area gathering points and interchanges. This would not exclude services from being normal route buses that change to semi express services at the first local gathering point.

Recommendation
6a) That resources be committed to construct quality Park-and-Ride facilities at EPIC, Bruce Stadium and other suitable venues throughout the ACT. Major facilities should be established as dedicated public transport interchanges and

gathering points; linked to a light rail network and local bus services. Park-and Ride facilities should be provided with extensive security fencing, surveillance cameras, adequate lighting and covered walkways.

6b) That a network of local area gathering points should be established to provide quality drop off points and/ or Park-and-Ride facilities. Services operating from these points should be structured to provide a "semi express" service, which only stop at other local area gathering points and interchanges.

7. Express bus services for Gungahlin

The ACT has a number of express bus services; Gungahlin does not have access to these services. Express bus services should be provided to link Gungahlin with Tuggeranong, Woden, Civic, Belconnen, Fyshwick, Barton and Russell. Pilot services should be trailed from a suitable Park-and-Ride facility in the Gungahlin Town Centre (initially Yerribi Park may be suitable). Services to Woden and Tuggeranong could be via suitable corridors, with a trial of the route Horse Park Rd/ Majura Rd/ Monaro Hwy/ Hindmarsh Dr/ Tuggeranong Expressway. Travel times and convenient drop off points should be trailed and established; in an effort to provide an efficient operating model. These services should be established and run regardless of patronage, so that potential users will be confident that the service is "here to stay". Initially these services could be coupled with "semi express" bus services; as referred to in recommendation 6b.

There is also a need for interchange facilities to be provided in Gungahlin, on a scale comparable to other town centres.

Recommendation
7a) That Gungahlin be provided with express bus services to all other town centres and areas of significant employment.

7b) That Gungahlin should be provided with interchange facilities comparable to other town centres within the ACT.

8. Bus services to districts impacted by changes in parking provisions

In recent times, changes to parking availability and newly established parking fees have created an environment where public transport is an option that is being considered by many people. Unfortunately the changes in parking provision has not been matched by the provision of bus services that will attract patronage. eg. in districts like Barton. In most of these districts there are a considerable number of larger employers who could be encouraged to survey their workforce (i.e. by email) to establish what type of facilities and services would encourage their workforce to utilise public transport. Once established, these services and/ or facilities should be provided; with continuing surveys being used to monitor public transport patronage, strengths and weaknesses. Other initiatives, such as "Three for Free", should be encouraged and monitored.

Recommendation

8a) That resources be committed to provide suitable public transport services to districts affected by changes to parking provision and cost.

8b) That larger employers (in districts affected by changes to parking provision and/ or cost) be encouraged to survey their workforce to establish what type of services and/ or facilities would encourage their workforce to utilise public transport.

9. Development focused around public transport corridors and hubs

A genuine commitment to a futuristic public transport model offers the ACT the opportunity to implement visionary planning principals along public transport corridors and in developing districts. Public transport hubs need to be identified and areas surrounding these hubs need to be classified as "public transport development zones". Development and/ or redevelopment, within these zones should be focused to capture public transport opportunities.

Public transport hubs should be established at practical locations along the public transport corridor. The distance between hubs should not be less than two kilometers, unless exceptional circumstances apply. Hubs should consist of a major public transport stop, interchange or Park-and-Ride facility. All hubs should provide covered waiting areas and appropriate facilities for customers.

Higher density residential development should be concentrated in the zone that is within 5 minutes walk from the hub. Medium density residential development should be concentrated in the zone that is within 10 minutes walk from the hub; and a mix of medium and lower density development should be contained within the zone that is 15 minutes walk of the hub. Where practical commercial development should be encouraged within the area that is 5 minutes walk of the hub.

Recommendation

9a) That resources be committed to implement visionary planning principals along public transport corridors and in developing districts.

9b) That public transport hubs should be established at practical locations along the public transport corridor. A range of appropriate development should be established to radiate from these hubs; such development should be focused to capture the maximum public benefit from the public transport system.

10. Betterment taxes for public transport infrastructure

A genuine commitment to a futuristic public transport model would offer an opportunity for the Territory to recoup infrastructure costs from development and/ or redevelopment along public transport corridors. Development fees and/ or betterment levies, fairly imposed on developments in districts likely to benefit from public transport infrastructure, would be a reasonable expectation by the community and developers alike.

Revenue from development fees and/ or betterment levies should be used exclusively for the improvement and/ or extension of the public transport network. There would be a need to develop a clearly identified mechanism for collection, accrual and expenditure of the available funds. Development fees and/ or betterment levies should be calculated to reflect the location of the project, e.g. the actual walking time from the public transport hub the development.

Recommendation
10a) That cost associated with the establishment of a futuristic public transport system should be recouped by the imposition of fees on development and/ or redevelopment along public transport corridors.

10b) Development fees and/ or betterment levies should be fairly imposed on developments in districts likely to benefit from public transport infrastructure. Such fees should be calculated to reflect the location of the project, e.g. the actual walking time from the public transport hub the development.

10c) Revenue from betterment fees should be used exclusively for the improvement or extension of the network; with a clearly identified mechanism for collection, accrual and expenditure of the available funds being established.

11. Cycling in the ACT

The GCC supports the goals for cycling set out in chapter one of the Plan. Cycling should be a viable alternative for many Canberrans because of the relatively flat nature of the terrain, particularly in north and inner south Canberra, and the high number of sunlight hours during winter. At present, there are a number of factors that mitigate against cycling as a transport mode in Canberra but a committed and thoughtful approach would ameliorate most of them. Sadly, however, the policies and strategies set out in chapter three of the Plan do little to address the real requirements of cyclists in Canberra. In large part, the cycling strategies in the Plan appear to reflect the experience of the lapsed or occasional cyclist who has no experience or knowledge of the practical obstacles that dissuade wider use of cycling for purposes such as travelling to and from work. As the Plan seeks to double the number of cycling trips in the next two years (2001 2.3%, 2006 4.5%), it is remarkable that so little is proposed to address obstacles and impediments to the greater use of cycling. This is particularly the case given that it is relatively easy to identify a wide range of low cost measures that would substantially encourage cycling. The proposals below are intended to rectify the omissions and oversights that currently detract from the Plan.

General principles:

1) To the greatest extent possible, cycling should be facilitated through the establishment of separate bicycle paths rather than through the on-road cycling.The size, weight and speed differentials between bicycles and motorised vehicles are typically an order of magnitude or more. In the

event of a collision, cyclists are at extremely high risk of major injury and trauma.

2) Bicycle paths should be designed and constructed to a higher standard than has often been the case in the past. This is particularly important if any significant increase is to be achieved in the use of cycling for travel to and from work.

The cycling community can be divided into three separate groups with different needs and requirements:

A) Commuter cycling (travel to and from schools and workplces);
B) Sports cycling (professional and amateur);
C) Recreational or leisure cycling.

Commuter cycling is best encouraged by bicycle paths that offer:

- direct routes to and from employment and education centres;
- minimise grades and curves;
- have smooth high quality surfaces for high speed travel.

The needs of commuter cyclists are often not met by bicycle paths that have been designed for recreational cycling (sports cycling often takes place on roads or, less frequently, on intertown bicycle paths). Recreational cycling emphasises scenic variety over trip length and, as a result, many bicycle paths are not optimised to minimise trip length or rider exertion. Both of these factors are significant if commuter cycling is to be increased (which, of course, involves potential cyclists committing to multiple journeys a week along the same route).

An example of a bicycle path that dissuades commuter cycling is the bicycle path alongside Lake Ginnindera that runs from Ginnindera Drive to Emu Bank Road near Eastern Valley Way. The path meanders excessively and has a poor quality surface in a number of areas. It also passes through a barbecue and picnic area that is heavily used on summer evenings. All these factors mitigage against commuter cycling.

Accordingly, the GCC recommends that the 2nd point of strategy 9 on page 24 of the Plan be amended as follows:

Identifying and developing routes for walking and cycling that meet the varied requirements of pedestrians and cyclists without compromising their safety. Wherever possible, on-road cycling solutions should be avoided. Continuing investment in the development of an integrated network of community paths will be required to meet the needs of those travelling to and from school and work as well as those involved in sport, leisure and recreational activities.

3) Commuter cycling needs to be supported with appropriate facilities at employment and education centres

Except for short distances, cycling to work generally requires the use of shower and changeroom facilities at the place of employment. While many office buildings in Canberra provide showers and changerooms, the

number of showers and changeroom size is normally quite limited. For example, many established office complexes with working populations of 400-500 employees will have less than 10 showers (3-5 for each gender). The low level of provision of these facilities already limits the practical extent to which cycling can be used for travel to and from work - if cyclists cannot shower or change in a reasonable period of time once they arrive at work, they will go back to driving their cars.

Secure bicycle storage is also sorely lacking throughout Canberra, including facilities that allow the secure storage of bicycles overnight (for commuter cyclists who need to travel home after work on some days by alternative means). Storage facilities in employment areas should be provided both privately by building owners and publicly by the ACT Government.

Unless addressed, both of these issues will significantly constrain the potential for an increase in cycling in the ACT. A doubling of cycling trips will not occur if bicycles cannot be stored securely and riders cannot shower and change when they arrive at work in the morning. Accordingly, the GCC recommends that the 4th point of strategy 9 on page 24 of the Plan be amended as follows:

Ensure the provision of suitable facilities, both public and private, to meet the needs of cyclists for secure storage of bicycles (including overnight storage), lockers for personal items and shower and changeroom facilities. This will require changes to design requirements for office and commercial buildings that significantly improve the availability and quality of these types of facilities.

4) Public transport support for cycling

The GCC notes that dotpoint 6 of strategy 9 on page 24 of the Plan identifies the need to improve opportunities to combine cycling with bus trips. While the GCC is encouraged by the belated recognition of this important issue, the simple fact is that buses can only carry a limited number of bicycles (the related issue of the availability of storage facilities at interchanges and bus-stops is dealt with above). This limitation will limit actual use of this option as any uncertainty about the ability of a public transport vehicle to carry a bicycle makes it less likely that cyclists will choose that action.

However, it is the case that light rail vehicles have significantly more capacity to safely carry bicycles than buses. The GCC argues elsewhere in this submission that light rail should be adopted as the backbone of the ACT public transport infrastucture. The ability of light rail to better support the increased of cycling is just another reason why the ACT Government should commit to light rail instead of busways.