



To the Standing Committee on Planning, Environment and Territory and Municipal Services

I welcome this Inquiry into Vulnerable Road Users and wish to submit my experiences and recommendations as a regular cyclist in the ACT, as per the Inquiry's Terms of Reference items b) and c).

I have cycled in many of Australia's cities and can easily say that I find Canberra the best to ride in. Much of this is due to Canberra's extensive bike path and bike lane network. As great as it is, however, I believe there remains a key issue that daily presents real danger to cyclists.

This issue, obviously developed many years ago when most of the major roads were planned and constructed, is the practice of having some bike lanes end unpredictably, leaving the cyclist to merge with motorists. Strangely, many of these paths resume only 100-200 metres later. Examples of this practice are on Southern Cross Drive (travelling west) west of Coulter Drive and Southern Cross Drive (travelling east) east of Ratcliffe Crescent. I have no idea why these paths end and restart so sporadically. There is more than enough green space next to the road to have a 1 metre bike path but they simply aren't built. We don't stop and start footpaths or roads in this manner; why do it for bike lanes? Similarly, there is no consistency in the provision of bike lanes through intersections. For example, when travelling west along Ginninderra Drive, after crossing at both Coulter Drive (Image 1.) and Kingsford-Smith Drive (Image 2.), cyclists are forced in between the continuing and merging lanes of traffic. However, in between these two intersections, at John Cleland Crescent (Image 3.), the bike lane continues through both sides of the intersection. Having the lane continue through both sides of the intersection makes it much safer for cyclists as they are given right of way rather than sandwiched between moving vehicles. As seen in the included images, there is more than ample space available for the bike lane to be continued in all these cases.

My recommendation for addressing this issue is to **adopt a consistent standard for bike lane construction and renovation**, mandating the continuation of bike lanes through both sides of intersections and preventing their termination without the provision of sufficient warning and safe alternatives, such as an off-road path. This would better protect cyclists by provided a separated section of road for their use, and not forcing them onto the road unexpectedly and unavoidably.

I hope the ACT government is able to promptly fill these gaps in an otherwise excellent bike lane system. I am proud of Canberra bike network and use it almost every day of the week. I hope these gaps can be corrected soon so as to make the roads safer for me, other cyclists and drivers

Sincerely

Adam Lee

3 September 2013



Image 1: Intersection of Ginninderra Drive and Coulter Drive.



Image 2: Intersection of Ginninderra Drive and Kingsford-Smith Drive.



Image 3: Intersection of Ginninderra Drive and John Cleland Crescent.