

2026

**THE LEGISLATIVE ASSEMBLY FOR THE
AUSTRALIAN CAPITAL TERRITORY**

ELEVENTH ASSEMBLY

**Active Travel Network in Belconnen – Feasibility Study and Funding Consideration –
Assembly Resolution of 3 December 2025 – Government Response**

First Update

**Presented by
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Minister for City and Government Services
May 2026**

Introduction

I'm pleased to provide an update on actions relating to the Assembly Resolution passed on the 3rd December 2025 titled: Active Travel network in Belconnen – Feasibility study and funding consideration.

As you're likely aware, this Assembly Resolution calls on the ACT Government to both:

3 (a and b) conduct a feasibility study with relevant key stakeholder engagement to support delivering a complete active travel network between West Belconnen and Belconnen Town Centre based on MIS-05 Active Travel Facilities Design and table this study by the second last sitting day in 2026; and

4 (a and b) consider what funds would be required to implement by 2030 the Government's Active Travel Plan 2024-30, and report how much funding has been allocated and spent per financial year in the City and Environment Directorate's annual report and report back to the Assembly on all sections in these calls by 27 May 2026.

Response for 3 (a and b)

The ACT Government recently responded to petitions received on 2 December 2025, as lodged by Ms Jo Clay MLA (E-PET-066-25 and PET-082-25) regarding a missing trunk path connecting Belconnen – Kippax-Ginninderry.

Amongst other items the petition calls on the ACT Government to deliver a physically separated, dedicated bicycle pathway connecting Kippax Shops to Belconnen Town Centre down Southern Cross Drive, using the MIS-05 Active Travel Facilities Design.

The [ACT Government's response to E-PET-066-25 and PET-082-25](#) is available on the ACT legislative Assembly petition website.

As identified through the petition response, the requested feasibility study will be undertaken for the overall route along Southern Cross Drive. Funding has also been committed for delivery of two priority segments along this route to improve connectivity between Kippax shops and Belconnen Town Centre.

The segments funded for delivery as part of the C3 Principal Route along Southern Cross Drive include:

Segment 01 - Ratcliff Crescent to Pawsey Circuit reserve; and

Segment 02 – Pawsey Circuit to Kingsford Smith Drive.

Consultation with all mentioned community groups will be undertaken as part of the standard communication protocol through CED Website, media releases and targeted public meetings. Targeted notifications such as letter drops will also be conducted to notify directly affected residents or businesses as part of a standard communication and consultation protocol prior to commencement of the construction.

As standard practice, the design and construction of this project will aim to be in accordance with the Active travel Facilities Design standard (MIS 05), noting that this project is located in existing suburbs with site constraints.

While the feasibility study is intended to be completed by the second-last sitting day in 2026, its development is dependent on a range of necessary steps to ensure the required level of quality. Accordingly, the focus will remain on producing a robust and fit-for-purpose feasibility study, rather than adhering to a fixed deadline.

4(b) Funds and work required to be implemented by 2030 the Government's Active Travel Plan 2025-2030 and report how much funding has been allocated and spent per financial year in CED annual reports

Response for 4 (a and b)

At the meeting on 25 September 2025 the Assembly passed resolution for the Active Travel Improvements and Reporting. The ACT Government response, as tabled on 19 March 2026 identifies elements relating to funds and works required associated with ACT's Active Travel Plan 2025-2030.

In relation to projects as identified through the Cycling Network Map from the Active Travel Plan, I advised that this static map has been replaced with two webmaps that are dynamically updated and are available in an interactive web map format.

The current and priority projects are now reflected as part of ACT's pipeline of active travel infrastructure projects through the '[Walking and cycling project map](#)'. The existing and future intended network is available through [ACT's Active Travel Planning Tool](#).

At the pre-feasibility stage or strategic merit stage, potential project costs don't contribute to the selection of projects to progress to the feasibility stage. This is a merit stage where projects are prioritised based on their benefits such as to improve safety, connectivity and access to a range of services such as public transport.

Funding for project design and construction is considered through the Capital Framework assessment process, which supports consideration of competing investment priorities. As such, the ACT Government hasn't committed to a set funding allocation to deliver ACT's Active Travel Plan

2025-30. The ACT Government will also continue to advocate to the Commonwealth Government for active travel investment.

I acknowledge that this Assembly Resolution passed on 3 December 2025 provides an action to report how much funding has been allocated and spent per financial year in CED annual reports. The 2025-26 CED Annual Report will provide this breakdown. Annual Reports are generally developed and published after the end of each financial year.

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