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

ELEVENTH ASSEMBLY

**Active Travel Plan - Improvement and Reporting -
Assembly Resolution of 25 September 2025**

Government Response

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Introduction

I'm pleased to have the opportunity to respond to the Assembly resolution passed on the 25th September 2025 titled: Active Travel Plan-Improvement and reporting.

Register of CED path network projects on the City Services website (3a&b)

When this Assembly resolution was passed on 25th September 2025 the City Services interactive 'Walking and cycling project map', already provided details about the location of active travel projects, the project status (e.g. feasibility, design or construction) and a web link for additional project details including delivery status on funded projects.

However, an indicative timeline for ACT's active travel projects weren't published as part of this register. I'm pleased to advise that an indicative timeline has now been added for each project and can be viewed through the '[Walking and cycling project map](#)'.

The 'Walking and cycling project map' provides the ACT's current pipeline of active travel infrastructure projects. Projects completed and projects planned but not progressed prior to 1 July 2024 aren't included on the Walking and cycling project map.

[ACT's Active Travel Planning Tool](#) complements the Walking and cycling project map by identifying the future intended network. This planning tool doesn't identify the current pipeline of projects or show their relative priority.

Maintain a way for the public to lodge submissions for path network improvements (3c)

The ACT Government continues to maintain multiple ways for the public to lodge submissions for path network improvements. The two primary mechanisms include:

1. The annual Budget consultation process through Treasury (<https://www.treasury.act.gov.au/budget/budget-consultation>); or
 - a. The Budget consultation process is one of the ways that Canberrans, community groups and local organisations can have a say on how and where the Government should invest to boost services and infrastructure, as well as how we ensure a fair and sustainable base to fund this. The public are welcome to provide a budget submission relating to path network improvements.
2. Fix My Street provides a mechanism for the public to seek path network improvements including a new path or extension request, identify damage to path, raise accessibility issues, etc.
 - a. However, the ACT Government's submission to the Standing Committee on Environment and Planning for the Inquiry into the effectiveness of Fix My Street acknowledged that this does not guarantee that every request will be actioned as maintenance budgets are generally not used to construct new assets. Requests for new assets are assessed annually as capital works proposals. Further details are outlined through the Capital Framework, which is a fit-for-purpose tool designed to ensure that Government investment in infrastructure

projects results in maximum public value to the ACT community.

Investigate an appropriate pavement condition target for community paths in the ACT (3d)

I can advise that Roads ACT has investigated the appropriateness of a condition target for community paths. To explain the findings, I need to highlight that condition related data isn't used in the same way to manage community paths when compared to heavily loaded road pavements. There are important reasons for this.

Detailed condition data is captured for road pavements as this information is used to develop the strategic road maintenance program, which is primarily focused on optimising the timing of preventative maintenance as this avoids costly rehabilitation treatments in the future and optimises the overall condition of the network. For example, road related data for the condition parameter of cracking is used from a risk perspective to inform when to reseal as this treatment prevents water ingress and accelerated pavement deterioration which in turn compromises the underlying pavement layers' ability to carry heavy wheel loads.

From a condition perspective, this means that Roads ACT intervenes with reseal as a treatment when the condition is about to transition from 'good' to 'fair'. This supports a focus on a relatively large coverage area for a relatively low unit cost per square meter. A 'worst first' approach for road pavement would result in prioritising sites in need of rehabilitation at 'poor' or 'very poor' condition. The cost is approximately twenty times more expensive per square meter to treat roads in need of rehabilitation when

compared to undertaking a preventative maintenance treatment such as reseal.

In summary, a focus on preventative maintenance optimises overall network condition for road pavement assets.

Paths do not require heavy load bearing underlying pavement structure and, therefore, maintenance programs are focused on surface condition rather than preventing future damage to supporting layers beneath (as is the case for road pavement preventative resurfacing). Path related condition results are not directly linked to specific locations where defects meet triggers for intervention as condition results are recorded for the whole path segment and are not used to inform corrective maintenance programs. A path segment could be generally in 'good' or 'fair' condition and still have a trip hazard (e.g. vertical displacement) that need to be addressed at a specific point within a path segment (e.g. within a 10-meter path segment).

Grinding down trip hazards for a path segment in 'poor' condition doesn't mean that the condition of the path would be improved to 'fair' post maintenance intervention. This is due to path maintenance treatments supporting the safety and serviceability ACT's community path network. Path maintenance activities do not extend or reset the useful life of a path segment.

In addition, a path segment may be in 'poor' condition and not present a safety issues that meets triggers for intervention. A path segment in 'poor' or 'very poor' condition could be end-of-life and require capital works funding for replacement, which would result in a new path in 'very good' condition.

The management approach for paths prioritises treatments to address defects in locations that pose the highest community safety risk.

Adopting a path maintenance approach that seeks to provide the highest overall condition score would likely be achieved by replacing existing path segments in 'poor' and 'very poor' condition even if these paths don't pose a high risk to the community.

In summary, path maintenance activities are prioritised to address highest community risk (e.g. trip hazards), which isn't directly related to a path condition score. If maintenance efforts were to focus on providing the highest overall network condition score for community path assets, the most effective treatment to reset condition to new would be prioritised (e.g. replacement of segments in 'poor' and 'very poor' condition) over addressing defects with the highest community risk.

Since the 2024-25 Budget, the ACT Government has committed to report on two additional accountability indicators relating to active travel, which include:

- the annual active travel renewal coverage across the off-road network (in m²); and
- the annual percentage of off-road active travel renewal works undertaken on asphalt routes.

These indicators inform the community how the government is spending its money to maintain ACT's path network and provide greater transparency and accountability as to the amount of work completed.

Include path maintenance and upgrade expenditure in the CED annual report (3e) & consider implementing speed limits of 30km/hr in all suburban streets without paths (3f)

I acknowledge the Assembly resolution seeks to include path maintenance and upgrade expenditure in the CED annual report for 2025-26.

The ACT Government will also further consider safety for active travel in suburban streets. As I'm sure you can appreciate, it isn't simply a matter of lowering the speed limit for all suburban streets without considering additional supporting infrastructure. A suburban street may need to be redesigned to support a safer space for shared use between transport modes.

At this stage the ACT Government is undertaking detailed design for an Active Travel street on Sherbrooke Street in Ainslie. This pilot project will inform future opportunities for other active travel streets across Canberra.

Active travel streets provide a more attractive and safer space for walking and cycling by creating a slow-speed environment for vehicles and upgrading supporting elements such as lighting, safe pedestrian crossings and connections to the broader path network.

They may include:

- changes to the shape of the road to slow vehicles down
- changes to traffic priority at intersections
- changes to speed limits

- raised concrete areas or pavement treatments at the entry to a street to signal a change in street environment (e.g. raised crossings and speed cushions)
- concrete islands or pavement treatments to create short one-lane sections to encourage a slow speed shared environment
- landscaping, lighting and other features to create a more welcoming environment for all types of travel
- signage or design features on the road to indicate that it is a shared environment with priority for cyclists and pedestrians.

Provide a list of all Future Network Links and Potential Future Priority Routes identified in the Cycling Network Map from the Active Travel Plan (4a&b) & Update the Cycling Network Map to reflect current and future investment prioritisation (4c)

The Cycling Network Map from the Active Travel Plan provided two key functions, namely the map identified current and priority projects and the existing and future intended network aspiration at the time of publication.

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 project register can be exported from the web map to view the list in tabular format if required.

The existing and future intended network is available through [ACT's Active Travel Planning Tool](#).

I'm pleased to advise that both maps are dynamically updated and are available in an interactive web map format. The two web maps supersede

the static version of the Cycling Network Map from the Active Travel Plan published in March 2024.

A list of all 'Potential Future Priority Routes' identified in the Cycling Network Map from the Active Travel Plan has been provided in a Table at Appendix A. Please note that the Table at Appendix A is considered to be outdated.

A list of all 'Future Network Links' identified in the Cycling Network Map from the Active Travel Plan has not been provided. This is due to the data being regularly updated as part of ACT's Active Travel Planning Tool since 2024.

Separate to the Active Transport Fund, advocate to the Commonwealth Government for active travel investment (4d)

I'm pleased to confirm that the ACT Government will continue to advocate to the Commonwealth Government for active travel investment.

The ACT Government continues to include active travel infrastructure improvements as part of large transport projects and will continue to submit active travel safety initiatives through the Safer Local Roads and Infrastructure Program (SLRIP).

I recently wrote to Ms Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government ahead of the 2026-27 Federal Budget seeking consideration of additional opportunities through the Active Transport Fund.

Review the Municipal Infrastructure Standards 05 (Active Travel Facilities) and associated technical specifications and standard drawings to reflect national best practice (4e)

In relation to reviewing the Municipal Infrastructure Standards 05 (Active Travel Facilities) and associated technical specifications and standard drawings, I'm pleased to advise that the review is underway. As part of this review, key stakeholders will be engaged to support the ACT in achieving national best practice.

The first step is to update Municipal Infrastructure Standards 05 - Active Travel Facilities. The extent of updates to subsequent technical specifications and standard drawings is yet to be confirmed so a timeframe for completion hasn't been confirmed.

As part of this review, it is anticipated that the 'Active Travel Planning Tool' will be renamed to the 'Active Travel Network Map' to better reflect its function.

ENDS

Appendix A

Table: Potential future priority routes from ACT's Active Travel Plan 2024-30

ROUTE NAME	ROUTE HIERARCHY	CBR CYCLE ROUTE NUMBER
BELCONNEN-TUGGERANONG VIA WESTON CREEK	PRINCIPAL	C5
CITY-QUEANBEYAN	PRINCIPAL	C2
FUTURE TUGGERANONG-AIRPORT	PRINCIPAL	C9
CHARNWOOD-BELCONNEN	MAIN	NOT APPLICABLE
FUTURE CITY-MOLONGLO	PRINCIPAL	C11
MOLONGLO RIVER TRAIL	MAIN	NOT APPLICABLE
FUTURE ARBORETUM-STROMLO FOREST PARK	MAIN	NOT APPLICABLE
CITY-BELCONNEN VIA TOWN CENTRE	PRINCIPAL	C3a
FUTURE CITY-HAWKER	MAIN	NOT APPLICABLE
FUTURE BELCONNEN CYCLE LOOP	MAIN	NOT APPLICABLE
FUTURE WODEN-HUGHES	MAIN	NOT APPLICABLE
CURRENT MAIN ROUTE	MAIN	NOT APPLICABLE
PARLIAMENTARY ZONE-RUSSELL	MAIN	NOT APPLICABLE
WODEN-MANUKA	MAIN	NOT APPLICABLE
FUTURE HAWKER-MOLONGLO	MAIN	NOT APPLICABLE
FUTURE CITY-HALL	MAIN	NOT APPLICABLE
CITY-SPENCE	PRINCIPAL	NOT APPLICABLE
FUTURE BELCONNEN-JAMISON	MAIN	NOT APPLICABLE
LAKE GINNINDERRA CIRCUIT	MAIN	NOT APPLICABLE

FUTURE KAMBAH-WANNIASSA	MAIN	NOT APPLICABLE
FUTURE BELCONNEN-TUGGERANONG VIA WESTON CREEK	PRINCIPAL	C5
CITY-TUGGERANONG VIA WODEN	PRINCIPAL	C4
FUTURE BELCONNEN-TUGGERANONG VIA WESTON CREEK	PRINCIPAL	NOT APPLICABLE
CITY-BRUCE	MAIN	NOT APPLICABLE
FUTURE CITY-GUNGAHLIN VIA DICKSON	MAIN	C11