



**LEGISLATIVE ASSEMBLY**  
FOR THE AUSTRALIAN CAPITAL TERRITORY

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STANDING COMMITTEE ON PLANNING AND URBAN RENEWAL

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## Submission Cover Sheet

Draft Variation 345 - Mawson Group Centre: Zone changes  
and amendments to the Mawson Precinct map and code

**Submission Number:** 011 - Pedal Power

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Date

To the Secretary

Legislative Assembly Standing Committee on Planning and Urban Renewal

Inquiry into Draft Variation to the Territory Plan No 345: Mawson Group Centre and Precinct

[LACommitteePUR@parliament.act.gov.au](mailto:LACommitteePUR@parliament.act.gov.au)

## Submission by Pedal Power ACT Inc

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### Summary

DV345 claims the instrument is consistent with the Territory Plan aim of *'planning to encourage the use of public transport, walking and cycling, including commuter cycling'*. Pedal Power ACT maintains DV345 does this only to a limited degree. Some key active travel aspects of the Master Plan are ignored, including a missing link in the north-south trunk route. Pedal Power asks the Committee to recommend DV345 be amended to preserve a comprehensive active travel network against future encroachment.

### Body

This submission is made on behalf of Pedal Power's 7,800 members and addresses the walking and cycling aspects of the DV345. The centre has a network of paths to its boundary but the connections into and through the Centre are poor. This is acknowledged at page 1 of the Master Plan where it says: *"... in general it (the Centre) has poor pedestrian and cyclist connections which could be improved..."*; and, *"... pedestrian and cycle connections from the centre to the existing public transport facilities on Athllon Drive need improvement..."*.

These are serious shortcomings. It is the last 5 to 10 per cent of the trip to the centre's main destinations where the route fails to provide a safe and convenient path. Specific mention is made in the Master Plan to the gap (the missing link) in the north-south shared path. These failings are discouraging people from walking or cycling to the centre.

The Master Plan provides a series of recommendations and a map (Figure 42) which would:

- improve the connections from the centre to the transport infrastructure on Athllon Drive including two new bridges over Yarralumla Creek;
- provide better connections to the centre from the south, east and north; and
- provide a route to fix the missing link in the north-south trunk route utilising the Heard St corridor.

Pedal Power ACT considers these recommendations are critical to making the centre more cycle friendly and expects DV345 will preserve these routes against future encroachment until such time as funding becomes available to build the new routes.

DV345 does address some of these routes but mostly those presently existing. It does nothing to fix the missing link in the north-south trunk route. Nor does it provide a cycling and walking network map such as proposed in Fig 42 of the Master Plan. Officials may argue that it is not the purpose of DV345 to provide such a network map. Pedal Power ACT does not agree with this view. Pedal Power ACT believes identifying the network in the Territory Plan is critical to ensuring it is protected against the vagaries of development both by government agencies and private developers. Moreover, a precedent for including an active travel network map in the Territory Plan has been established in Gunghalin Precinct Code.

The paths preserved in DV345 are the key paths inside the centre (Fig 1 of Attachment B). They are described as pedestrian routes but should be called 'shared paths' so as to reflect their true purpose in providing for both walking and cycling. These routes to the centre are from Athllon Dr, from the south by the Tennis Club, from the east, and from the north. Pedal Power supports this change. DV345 also states the zone change for area of open space north of Mawson Dr will ensure that the existing shared path connecting Mawson to Woden will be retained. Pedal Power supports this change but notes that the variation does not protect the two existing east-west shared path connections between Mawson and Athllon Drive and the two associated bridges over Yarralumla Creek.

## Recommendations

Pedal Power ACT asks the Committee make the following recommendations for amending DV345:

- include an active travel network plan taking account of the Master Plan recommendations including Fig 42: Proposed Cyclist Connections;
- reserve the route along the Heard Street corridor to fix the missing link in the north-south trunk route and to improve connections to major destinations within the centre;
- identify Mawson Place as a future shared zone;
- re-brand the 'key pedestrian routes' identified in Fig 1 of Attachment B of DV345 as 'key shared paths'; and
- reserve the two existing east-west connections between Athllon Dr and Mawson.

If you require any further information, please do not hesitate to email any of the contacts listed at the start of this submission.

Yours sincerely



Ian Ross

CEO Pedal Power ACT