

Downer to Olympic Pool, Canberra



Paris Lord
Bicycle Infrastructure Design course
Breda, Netherlands

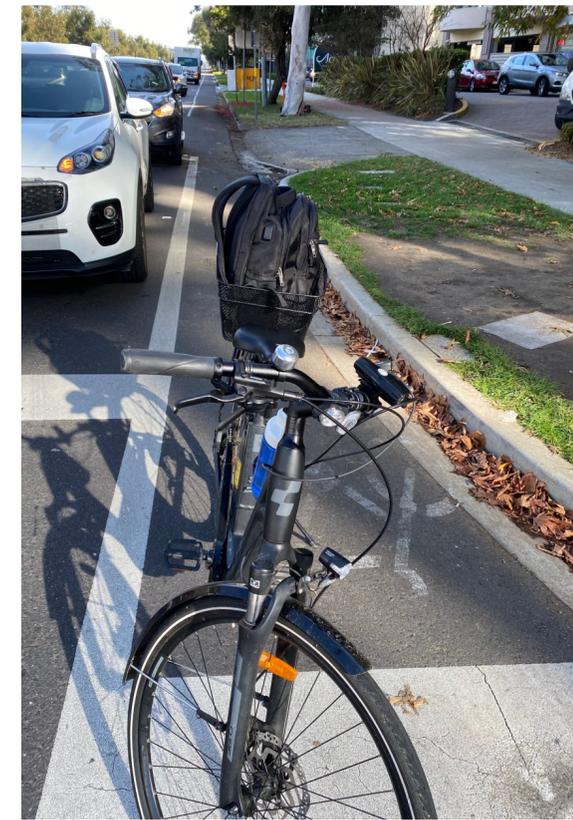
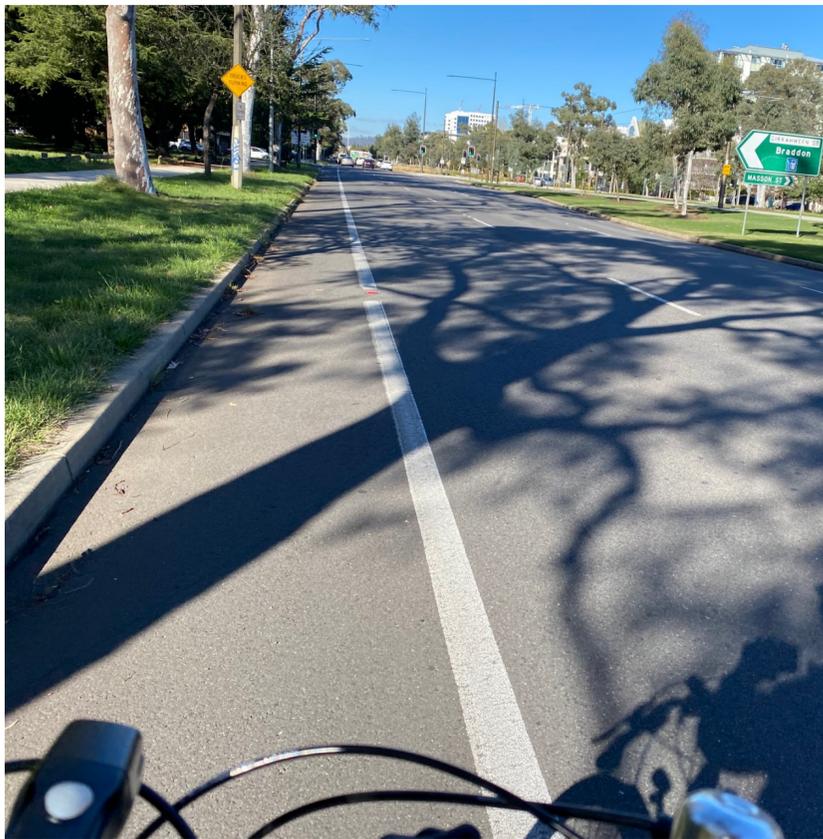
Downer to Canberra Olympic Pool

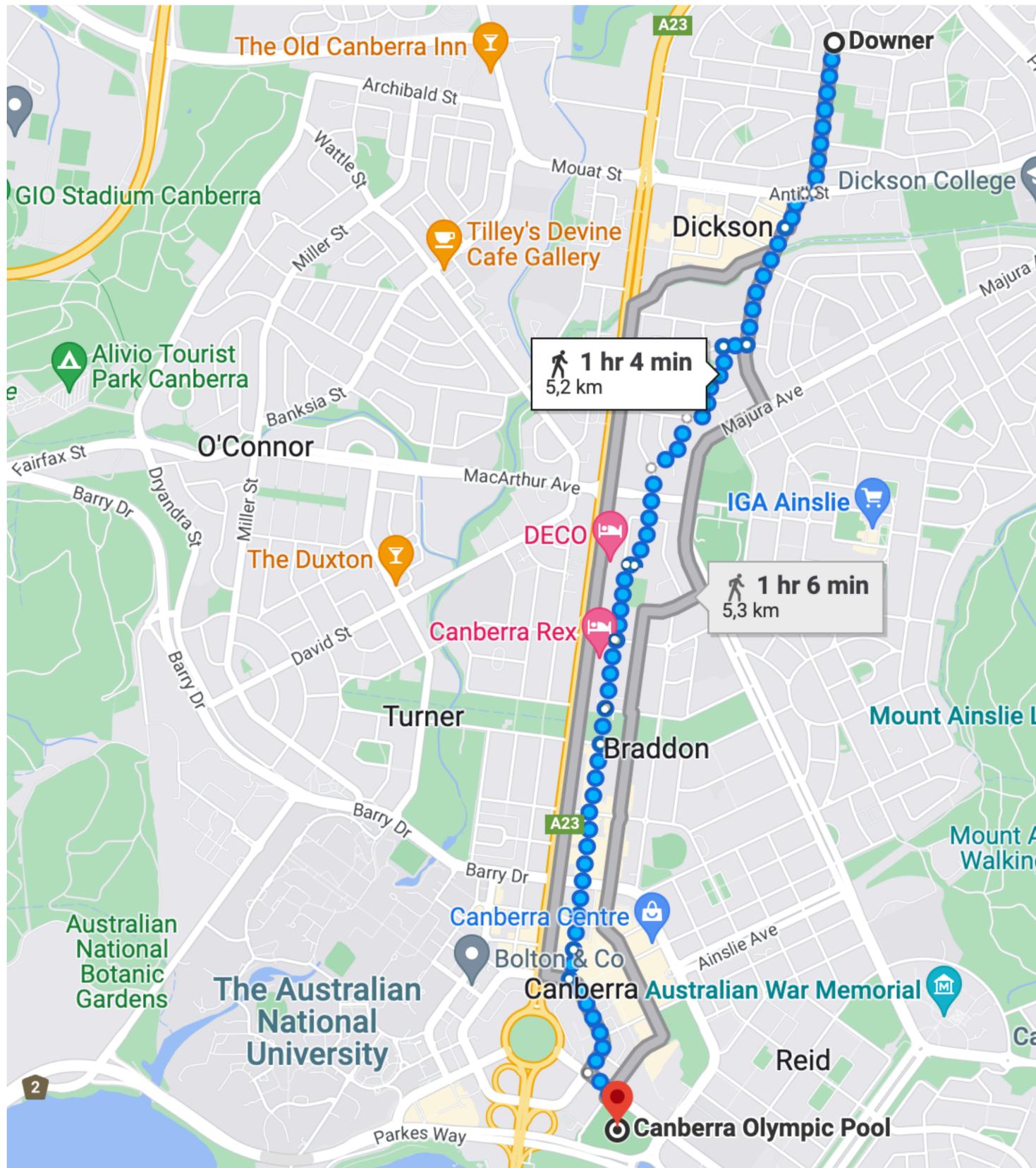
Why?

- Connect suburbs along the inner northeast of Canberra to shops, offices, sport clubs, a technical institute and a swimming pool
- No north-south cycle route in the inner east (only inner west)
- Ease traffic congestion on Northbourne Ave, main road way N-S into city
- Boost patronage of local restaurants, pubs and cafés
- Calms vehicle traffic in residential and commercial areas

'Why can't you use existing road?'

- Northbourne Ave is a six-lane arterial road
- Not safe nor attractive, but it's most direct route

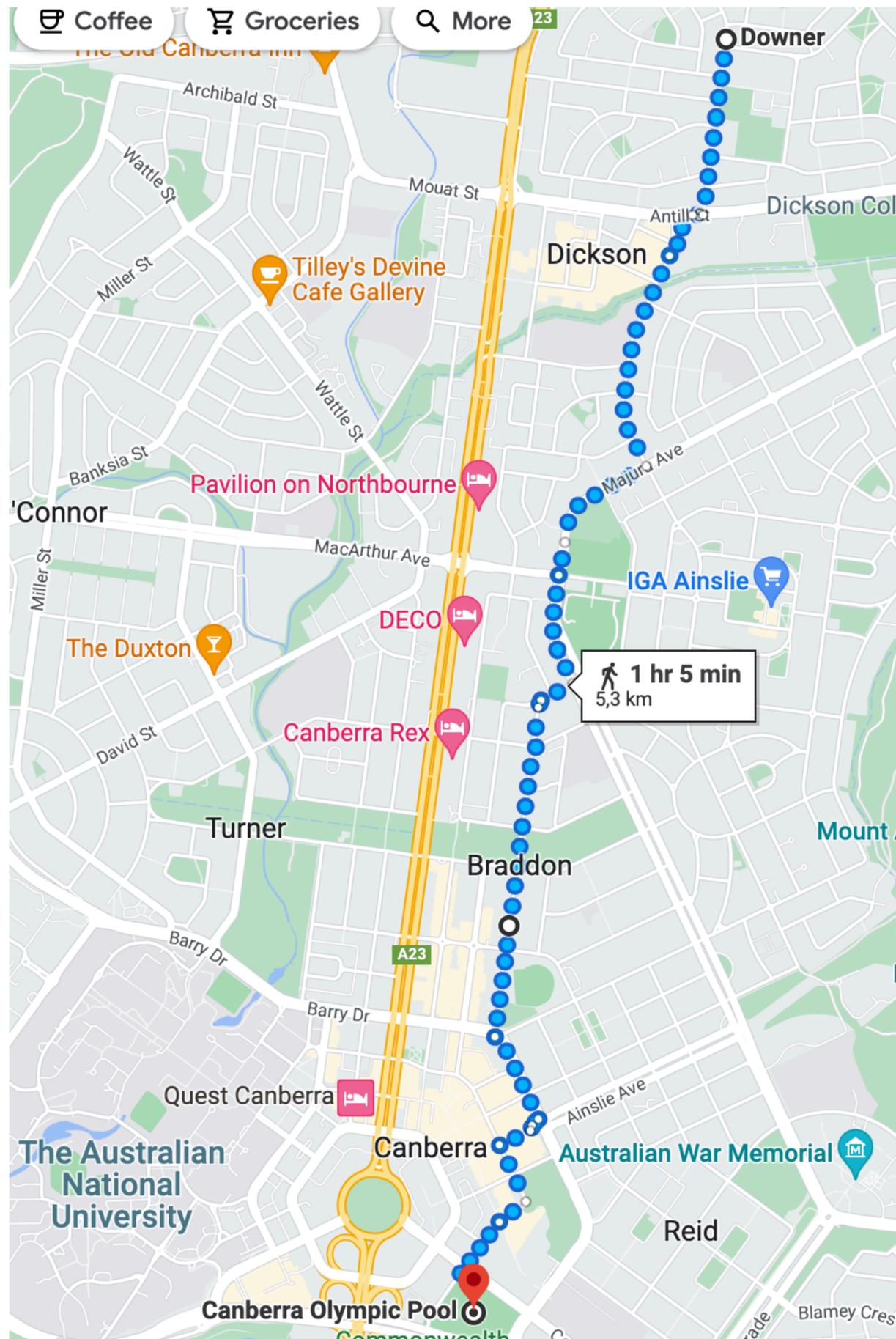




Option A - via Lonsdale St, Braddon

Why?

- Connects four residential suburbs
- Passes major restaurant and café strip
- Passes “shared street” in city centre (20km/h)
- Close to tram route and a bus interchange



Option 2 - via Torrens St, Braddon

Why?

- Nears a secondary school
- Nears Arts centre
- Close to sporting club
- Crosses two arterial roads (currently 60km/h)
- Passes city shopping centre

Five principles

- Attractiveness - one route includes murals; also nears sporting clubs and schools
- Cohesion - joins a north-south cycle route that bisects eastern suburb
- Safety - 2.5m wide bike lanes; converts one section to a bicycle street; rebuild roundabouts
- Directness - 5km (option A), 5.5km (option B) avoid pollution from main highway
- Comfort - Wide bike lanes and 30km/h limit are not available on N-S main road

What I've learned

We can redesign our streets so they work for people of all ages, abilities and identities.

That starts with imagination. We can have streets for people.

We can set 30km/h speed limits, and use street design to slow cars.

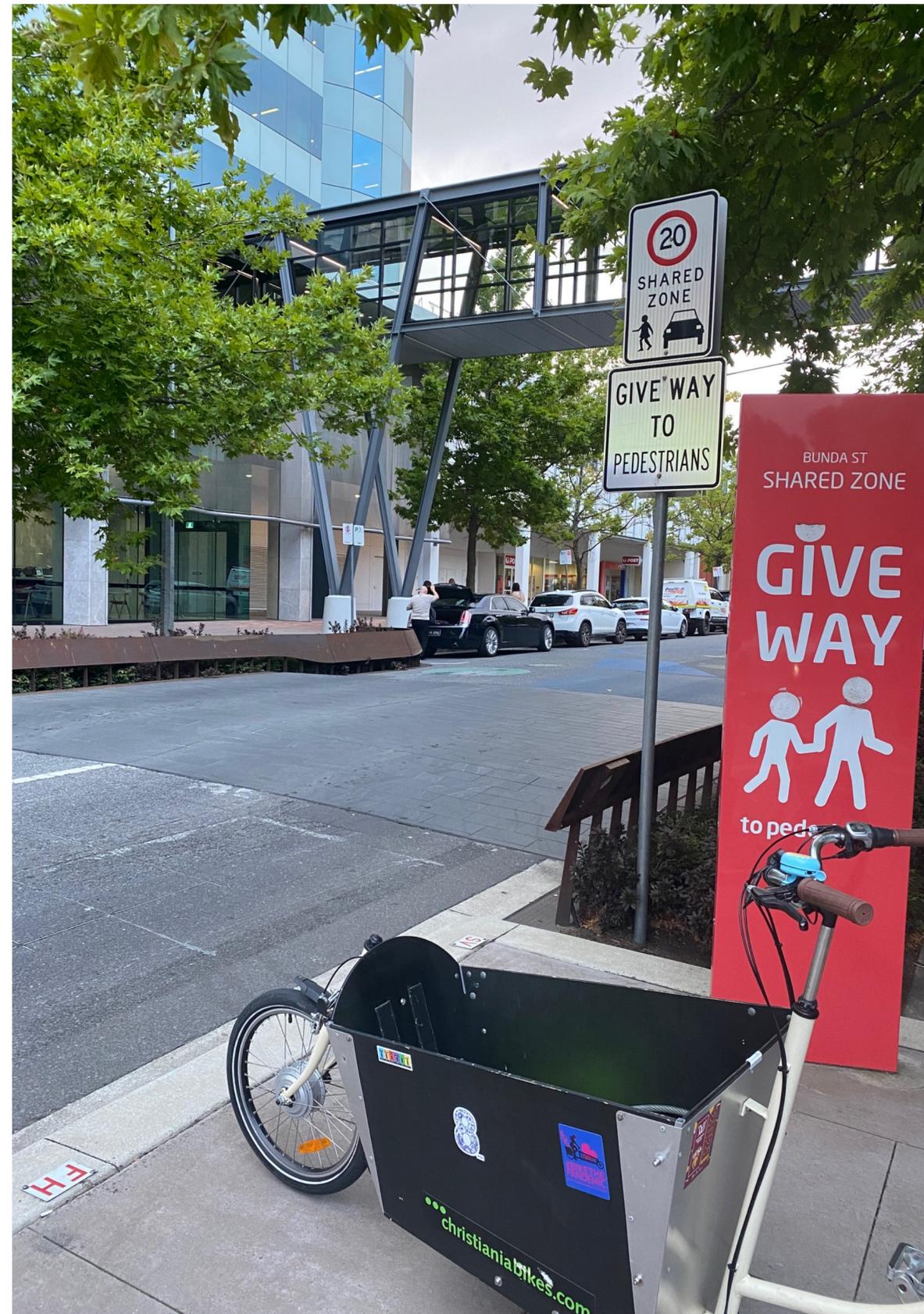




Bundra St



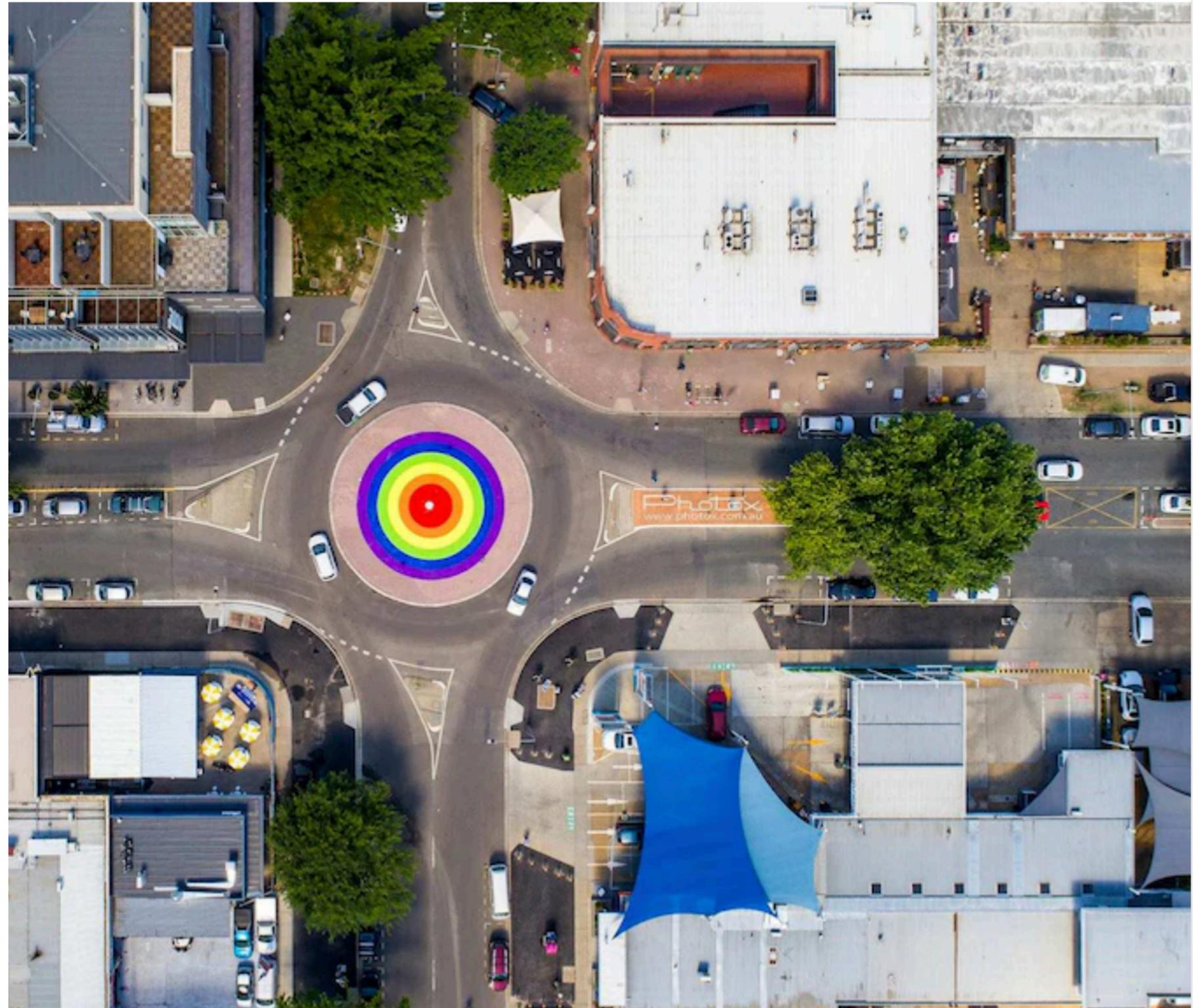
Canberra Centre shopping centre,
Bundra St



Shared zone on Bundra St

Existing roundabout on Lonsdale St

- Prioritises cars
- "40km/h limit" - but only with signs, not design
- Rainbow paint, lighting and nearby murals means it already is an attraction.



he best way it knows how. (Supplied: Photex - Canberra Photography Services)

Intersection challenges: roundabout option

- Reduce traffic to 30km/h from current 40 km/h
- Prioritises bike users and pedestrians
- Improves line of sight for cyclists and drivers
- Comprehensive driver and general public education campaigns needed, because this would be first of its kind in Canberra.



Lonsdale St today



After improvements

- Benefits existing attractions of shops and restaurants
- Better connections to sport facilities
- Caters to shared e-scooter schemes
- A variation of a fietsstraat / bicycle street 30km/h limit
- More space to appreciate street art



Lonsdale St - tomorrow