



Australian Government

National Capital Authority

CONSULTATION REPORT

Kings and Commonwealth Avenues Renewal

August 2013

CONTENTS

1	Introduction	2
1.1	Purpose	2
1.2	Background to the project	2
2	Consultation process	3
2.1	Summary of submissions	3
3	Key Issues and report response	6
3.1	City Structure	7
3.2	Streetscape Character	9
3.3	Landscape	11
3.4	Heritage	13
3.5	Transport and Movement	14
4	NCA Response to the submissions	17
5	Conclusion	17
6	Attachments	17

Attachment 1 – Summary of written submissions

Attachment 2 – Survey

Attachment 3 – Survey results and graphs

Attachment 4 – Survey Comments

1 Introduction

1.1 Purpose

This report summarises the issues raised during the public consultation on the first stage of the renewal of Kings and Commonwealth Avenues. The consultation was undertaken by the National Capital Authority (NCA).

The purpose of the consultation was to identify issues that need to be considered and addressed in preparing the future plan for these Avenues. The consultation sought to engage experts, stakeholders and the community on the history, symbolism, current and future conditions of the Avenues. Comments were sought on the document *Renewal of Kings and Commonwealth Avenues - Background and Issues report* and also on the Avenues features and future character.

The NCA will take into account the matters raised in this consultation report in the schematic design for the Avenues. The issues raised in the consultation will be used to inform the overall principles and specific recommendations in the design of the Avenues.

1.2 Background to the project

The NCA is in the early stages of a strategic review that will guide the management and renewal of Kings and Commonwealth Avenues over the coming years. The strategic review will address issues ranging from the overall character of the Avenues through to access for cyclists, pedestrians and motorists.

There are common issues along the Avenues that provide the impetus for this project. These issues include an inconsistent landscape character, declining tree canopy, pressures from adjacent development and competing demands from a range of transportation modes. The project seeks to address these issues and strengthen and unify each Avenue's character. The need for this project arises from the following factors:

- The Avenues are a symbolically and historically important part of the Griffin plan. Work on renewing Constitution Avenue is well underway, and this work is the next step in renewing the character of the National Triangle.
- The Avenue's role as landscaped corridors has only been partially realised,
- Many of the street trees are declining, and it is timely to plan for tree renewal,
- Multi-modal transport is being planned in other parts of the city and the Avenues layout will potentially be changed by this.

This stage of the project is to provide a detailed understanding of the history and intent of the Avenues, their current condition, to reaffirm the need to plan for renewal and outline principles for future change. This will provide a solid foundation for the next steps including design proposals for the Avenues.

2 Consultation process

There are two main parts of the consultation process. These are:

- Consultation on the report: *Renewal of Kings and Commonwealth Avenues - Background and Issues*, and
- Consultation on the community's view of the issues, strengths and weaknesses, and future design of the Avenues.

The background and issues report outlined the historic intent and value of the Avenues, the current planning policy context, current conditions and principles for future development.

The NCA sought feedback on the report; on the way Kings and Commonwealth Avenues should look and function in the future and on what the current problems with the Avenues are. Submissions were also invited directly from relevant experts, professional associations, and the ACT Government. The list of the stakeholders who were asked to comment is included further below in section 3. Discussions were also carried out with a number of key stakeholders.

Hard copies of the report *Renewal of Kings and Commonwealth Avenues - Background and Issues* report were also made available to the public at the NCA offices. In addition, supporting documentation was available on the NCA's 'Have Your Say' website.

Community feedback was invited on the NCA's consultation website 'Have Your Say', by written submission or via Twitter. A survey about the issues and future design of the Avenues was also posted on the Have Your Say website. A copy of this survey is included at Attachment 2.

The consultation period ran for 30 business days, from the 28th May 2013 to the 28th June 2013, consistent with the NCA's Commitment to Community Engagement (2011) policy.

On 3 June 2013, a media release was distributed announcing the commencement of the consultation and inviting comment.

2.1 Summary of submissions

The NCA received 15 written submissions, and 46 electronic posts on the Have Your Say website (Attachments 1 and 2). Written submissions were acknowledged by the NCA, together with an undertaking to inform submitters of how the NCA would consider their submissions.

Below is a summary of the key issues received in the online discussions, through the written submissions, and the NCA responses in relation to these topics. The summary of the issues raised in the consultation is separated into two parts. These are:

- The summary of survey results from the 'Have Your Say' website.
- The summary of themes raised in the individual submissions in response to the report.

Under each key issue the discussion identified in the consultation is summarised, and is followed by the NCA’s response.

2.1.1 Summary of survey results

The survey asked for input on the conditions and desired character of the Avenues. A copy of the survey is attached at Attachment 2. Respondents were asked a series of questions about each Avenue and asked to rate their response on a scale of agreement. Respondents could also provide general comments on the Avenues.

As the number of responses was less than 100, it is not factual to describe these responses as a percentage or to regard the responses as generally reflective of the whole community’s view. However the responses give a flavour of where there are polarised views, what problems exist and some indication of what features and character is desired. For some questions there was no clear conclusion to be drawn from the responses and this is also noted.

The following table lists the questions asked in the survey and records an average result in the right hand column. The responses were broadly consistent across the two Avenues. The individual results for each question are summarised in Attachment 3. There were few results from which a clear design direction could be drawn out.

Question	Average Result
<i>Kings Avenue</i>	
<ul style="list-style-type: none"> • The overall character of Kings Avenue is good. • The historic character of Kings Avenue south of the lake should be continued north of the lake. • The overall character of Kings Avenue should be formal. 	<p>Neither Agree or Disagree</p> <p>Neither Agree or Disagree</p> <p>Agree</p>
<ul style="list-style-type: none"> • The trees along Kings Avenue should be Australian species. 	<p>Neither Agree or Disagree</p>
<ul style="list-style-type: none"> • Declining trees along Kings Avenue should be clear felled. • The grass medians and verges on Kings Avenue should not be irrigated. 	<p>Neither Agree or Disagree</p> <p>Disagree</p>
<ul style="list-style-type: none"> • There should be a bike lane on Kings Avenue. • The shared pathways for pedestrians and cyclists on Kings Avenue is effective. 	<p>Agree</p> <p>Disagree</p>
<ul style="list-style-type: none"> • Public transport should have a designated lane on Kings Avenue. • Declining trees along Kings Avenue should be progressively replaced. 	<p>Neither Agree or Disagree</p> <p>Disagree</p>
<ul style="list-style-type: none"> • There should be more public artwork along the Kings Avenue. • What speed should Kings Avenue be? 	<p>Agree</p> <p>Neither Agree or Disagree</p> <p>60kmh</p>

Commonwealth Avenue

• The overall character of Commonwealth Avenue is good.	Neither Agree or Disagree
• The historic character of Commonwealth Avenue south of the lake should be continued north of the lake.	Neither Agree or Disagree
• The overall character of Commonwealth Avenue should be formal.	Agree
• The trees along Commonwealth Avenue should be Australian species.	Neither Agree or Disagree
• Declining trees along Commonwealth Avenue should be clear felled.	Neither Agree or Disagree
• The grass medians and verges on Commonwealth Avenue should not be irrigated.	Neither Agree or Disagree
• There should be a bike lane on Commonwealth Avenue.	Agree
• The shared pathways for pedestrians and cyclists on Commonwealth Avenue is effective.	Disagree
• Public transport should have a designated lane on Commonwealth Avenue.	Neither Agree or Disagree
• Declining trees along Commonwealth Avenue should be progressively replaced.	Agree
• There should be more public artwork along the Commonwealth Avenue.	Neither Agree or Disagree
• What speed should Commonwealth Avenue be?	60kmh

In summary the survey results provided the following conclusions about the Avenue's character. The Avenues should have:

- a formal character,
- irrigated medians,
- a bike lane,
- a speed zone of 60km per hour, and
- progressive replacement of dead or declining trees.

The survey also showed that the current condition of the shared pathway is considered ineffective.

The comments from the survey have been incorporated into the discussion of key issues in the section below. The comments received as part of the survey are summarised at Attachment 4.

3 Key Issues and report response

Broadly there was a high level of support for the need to undertake renewal of the Avenues. There was also a high level of appreciation of the scope and detail of the report.

The key issues that emerged are summarised below, these have been arranged under common themes, followed by the NCA response. A summary of each submission is included in Attachment 1.

Individual submissions were received from the following organisations:

- Australian Institute of Landscape Architects
- ACT Government Architect
- ACT Heritage Council
- National Trust
- Landscape Architecture, University of Canberra
- Australian Institute of Landscape Architects, ACT Heritage Council
- Friends of Albert Hall Inc.
- ACT Chapter of the Australian Institute of Architects
- Pedal Power ACT
- School of Humanities and the Arts ANU
- Environment and Sustainable Development Directorate, ACT Government
- The Griffin Society

There has been a focus on including comments that will inform the understanding and the future plan for the Avenues. Where factual improvements have been offered these have been noted in the summary, but not included as a key issue below.

Individual stakeholders submissions have been included but specific names have been omitted from this report.

3.1 City Structure

The following discussion highlights comments about the Avenue's overall layout, guiding principles and broad scale structure within Canberra.

3.1.1 Issues

Adjacent land - Co-operation and Liaison with Government

The need to work co-operatively with the ACT Government on a number of current plans for land adjacent or connected to the Avenues was highlighted by a number of respondents. The areas/plans identified are for City Hill, the *City Plan, Transport for Canberra*, potential development of West Basin and Capital Metro's plans for light rail.

The Avenues were highlighted as being important as part of a wider hierarchy of public spaces and as such should have regard to the character, key features and connections to the wider area. It was also noted that the proposal is generally consistent with the City to the Lake proposal.

NCA Response

Development of areas adjacent to the Avenues, such as City Hill and West Basin will have an important bearing on the character of the Avenues. The NCA will continue to work closely with the ACT Government on the planning documents and development proposals mentioned. The plans for light rail and adjoining development have an important bearing on the future character of the Avenues.

Vistas

The importance of maintaining a connection to and visibility of the endpoints was highlighted by a number of respondents. Generally the Avenues were seen as having symbolic importance to the meaning of the National Triangle. It was considered that vistas other than the main ones identified were also important, and some had been lost or degraded by recent development such as the Nishi Building, and the Chifley Building.

Respondents highlighted that the meaningfulness of endpoints to the vistas would be enhanced by being physically accessible. The inaccessibility of City Hill and Parliament House, was highlighted as a problem that could be resolved in the plan for the Avenues. It was also highlighted that the meaning and intended use of the endpoints had changed from Griffins original plan.

One respondent asked:

Should the axial views along these two avenues be unobstructed or softened by tree plantings along the median strips? This question lies at the heart of the future character of Kings and Commonwealth Avenues and their symbolic presentation, and needs to be clearly resolved.

It was contended that the current conditions of disconnection from the endpoints was not part of the Griffin plan and the changes in layout to City Hill and the Defence precinct made it difficult to experience a direct connection between the three Avenues, and their symbolic connection.

NCA Response

The discussion about vistas and visibility of the endpoints has implications both for tree-planting along the Avenues and what development form is considered appropriate adjacent to the Avenues. The NCA concurs that the visibility to the endpoints is important, but not from all places and all vantage points. The visual impact of tree planting within the median will be tested as part of the detailed design process.

The lack of physical connection between some parts of the three Avenues will be a design issue to resolve. However, the most dislocated section at the eastern end of Constitution Avenue is outside the scope of this renewal project.

Built form and Frontage Character

There were a number of comments on built form, including the need to resolve the angle and proximity of facades to the Avenues. Generally more active frontages was seen as a positive, as was a finer grained pattern of development abutting Commonwealth Avenue north of the lake and Kings Avenue. While it is outside the terms of reference, adjacent development scale and form is an important side consideration of the Avenue's character and also as part of liaison with other relevant Government areas.

It was noted that there were limited development opportunities along the Avenues as the built character was dominated by stand alone, government and institutional buildings. Broadly it was highlighted that the principle for more active frontages was consistent with recent proposals including City to the Lake.

Activation of the frontages was highlighted as difficult because of the nature of the Parliamentary Zone which is characterised by large format buildings in a parklike setting. Parallels were drawn with Washington which similarly has a 5 day active culture, with little activity on the weekend.

Moderate building heights along the Avenues were highlighted as important with a figure of 4-6 storeys endorsed by one group.

It was also noted that there were a number of proposals and policy documents, including sections of the National Capital Plan that showed a built form layout with corners facing the Avenues, not frontages. It was noted that this needed to be reconciled with the principle for more active frontages (section 5), as an important part of defining the future built edge character of the Avenues.

NCA Response

While detailed consideration of built form is outside the scope of the Avenue's renewal, it is relevant to note that the National Capital Plan is under review and will address policy guidance for urban design and built form.

Overall Character and Land Use

Several respondents suggested that plans for the Avenue's renewal must logically consider land use and the distance between places of interest (walkability). This also highlights the need to plan the Avenues as a destinations as well as through routes. For example one respondent noted that *'Roads cannot be considered without their adjacent land uses.'*

Comments were made that the improvements to the Avenues could address recent criticism of the Parliamentary Zone's lack of retail facilities, by providing more amenable access to Civic.

NCA Response

The comments above highlight two linked issues with the Avenues. The first is the general need understand and plan for those part of the city that generate human activity. This is the land use component. The second is the need to design places so that are enjoyable places to be – not just conduits between other places. These comments highlights a central issue in both the overall character of the Avenues and the detailed design. The

Avenues are currently an effective conduit between places but deficient in their 'sense of place'.

Kings and Commonwealth Avenues are entry points into the Parliamentary Zone. The land uses in the Parliamentary Zone does influence the activity generated in the Zone, but land use planning is outside of the focus of this project.

Character

Comments were made about the fragmented character along Kings and Commonwealth Avenues. This was influenced by the nature of the topography and the bridges central location, defining treed and open sections and undulations.

Several comments were made about the special nature of these Avenues and the need to clearly differentiate their character from other city Avenues – furthermore that this hierarchy was clearly Griffin's intent.

NCA Response

The Avenues renewal project aims to re-look at the character of the Avenues. However the open nature of the bridges, their heritage value, the powerful landscape setting of the National Triangle make up the existing values to retain. Griffin's intent for the special role of these Avenues is clearly reflected in their geometry and the proportions of the road cross-section. Currently the conditions of these roads is not consistent with their importance, and this is the basis of the need for their renewal.

3.2 Streetscape Character

3.2.1 Issues

The streetscape character of the Avenues relates to those features that make the Avenues recognisable and consistent. This relates to the streetscape materials, natural features, lighting, street furniture, artwork, signage etc. and what these features communicate about the importance of the Avenues.

Sculpture and public artwork

Several comments were supportive of the need to consider sculpture and artwork as part of the Avenues. This was raised in relation to commemorative work, symbolism and urban features. Existing sculptures such as the Edmund Barton Sculpture on the corner of Kings Avenue and Macquarie Street was noted. Similarly the way it was commissioned as part of the 'Prime Ministers Sculpture program' was cited as a good model to continue.

NCA Response

The NCA will consider the role of sculpture and artwork as part of the Avenue's renewal and notes that sculpture does have an important role to play in defining the character of a place. The placement of sculptures along these routes would need to add to the integrity of their role as central and symbolic Avenues. Similarly if works were of a commemorative nature they would need to fit into a wider masterplan of commemorative works.

Phasing

Phasing and the need to define a range of project size was identified as a way of achieving change over time. In line with this it was highlighted that more staged short to medium term projects would be desirable, as the focus of many of the recommendations is on the longer term. Some respondents sought more definite intentions to comment on.

NCA Response

The NCA concurs that there should be an overall plan, with phased rollout of short, medium and longer term projects. In this way improvements and renewal will be ongoing and within a consistent design framework.

Consistent Design Language

Comments were made about the *'design language'* of Kings and Commonwealth Avenue and the need for the National Triangle to look and feel connected. Design continuity was also highlighted as necessary to provide a connection to the design of other major routes elsewhere in Canberra – including to Northbourne Avenue. One comment identified the main ways to create a connected character were through street furniture and landscape character.

It was highlighted that character would be broken up by different development character at the edge, different eras of buildings and the variations afforded by the differing role of the Parliamentary Zone, the Canberra Hotel/Albert Hall precinct, Government buildings and institutions and the parkland qualities at different points along both Avenues.

Comments included that the different character zones needed more consideration and one comment noted that a consistent character from end to end was undesirable and a design outcome that connected the different character zones in a unified way was preferred..

One respondent highlights that development evolution to a more urban character is *'absolutely in line with more generous provision for cyclist and pedestrians'* and part of the gradual evolution of the boulevards.

Several respondents highlighted that the proposal to ensure consistency of detailing, finishes etc. is well intended and supported. The need to use a range of lighting at an appropriate scale, and entry 'address' lighting was highlighted as an important part of the upgrade.

In relation to materials and street furniture - Anzac Parade was highlighted as an effective use of street furniture to achieve a defined character and to indicate the status of a roadway.

NCA response

Section 5 of the background and issues document sets out principles including that the renewed Avenues should have *'a unified expression of the national triangle'* and the aim to *'renew and unify the character of the Avenues from end to end, and reconnect the character of the Parliamentary Triangle.'* These are the overarching aims but the nature of the existing topography, the bridges and the different endpoints mean that the overall character will be made up of different parts. This highlights that the challenge for the

renewal project is to ensure continuity in those features such as landscape, lighting and street furniture to overcome the existing character dichotomy.

3.3 Landscape

3.3.1 Issues

There was strong support for renewal of the landscape and the importance of a solid understanding about role that the trees played historically, and in defining the character of the Avenues. This was also reflected in the survey data collected.

Safety and Tree Position

Concern was raised about the safety implications of planting trees close to the roadway and that safety standards for tree planting close to the kerb needed to have regard to the speed of vehicles and the ACT Government standards on this issue.

NCA Response

The NCA will have regard to safety standards for tree planting at the detailed design stage but that this was not the focus of this stage of the project.

Tree Management Plan

Several comments referred to the importance of conservation of the trees selected by Charles Weston. Conservation was touched on in a number of ways and brought together in the suggestion for a Tree Management Plan. This was described as addressing the need to plan for renewal of declining trees, preservation of historic planting patterns and species. It was also highlighted that it was timely to propagate from existing trees so that locally acclimatised and tolerant plants were sourced, to replace declining trees.

NCA Response

The NCA will provide a tree renewal plan as part of the detailed design for the Avenues. Tree management, replacement and renewal is already underway.

Median Planting

Concern was raised about the proposal of planting the medians on the north sides of the lake to better connect the Avenues. This concern was raised in relation to the preservation on view lines to Parliament House and City Hill, as well as the open views from the Avenues to the surrounding areas. It was requested by some respondents that planting proposals be justified through 3D modelling to measure the impact on the views in the future. Furthermore it was stated that there was insufficient room for planting in the medians as they are relatively narrow and were planned to only contain a tram way – not trees.

NCA Response

There are competing demands for space within the cross section of the Avenues – and the central medians may be able to accommodate both trees and other infrastructure. This will be tested in the next stage of the design process.

Three dimensional modelling of the visual impact of potential tree planting would be an effective way to measure the impact of trees on axial views to the Avenues endpoints.

Planting Pattern

Comments were made about the planting pattern and the importance of continuing the formal unified planting pattern as suggested in section 5.4 of the report. Comments were also made about the existing gaps in the tree plantings south of the lake which originate from old intersections crossing Commonwealth and Kings Avenues. These were highlighted as an opportunity to address either renewed crossings or to fill the gaps and provide continuity of the landscape.

NCA Response

There are several precedents for tree planting patterns to consider in the detailed design stage. These are Weston's 2/1/2 pattern, the current viability of tree planting spacing from the 1920's, future road connections and the best practice for new species. Overall there is a clear direction that the character of plantings should be formal, and further details will be determined in the next stage of work.

Tree species

Comments were made by several respondents about choosing 'appropriate' tree species. This was framed as being appropriate to the conditions as well as being historically responsive. There were several comments that a historically appropriate character would be European trees. One respondent suggested that an informal character with Eucalyptus trees would be appropriate and another that Eucalypts were an unreliable choice in an urban setting in terms of form and safety.

Several respondents concurred that the risk of Dutch Elm disease suggested caution about species monoculture. The prospect of a diversity of species still achieving overall continuity was highlighted.

NCA Response

The selection of tree species for any new plantings along the Avenues is an important issue and will be a powerful definer of the Avenue's character. The suggested caution about the potential risk of Dutch Elm Disease is noted, as is the need for a degree of species diversity to manage the risk of disease generally. Appropriate tree species will be investigated and consulted on further.

Planting environment

Comment was made that if landscape is to be the main connector of character, then the staging of planting to reinforce formal order and repetition of tree trunks was important. Long lead times were needed because it could take 10-20 years for tree plantings to develop to the point of the desired effect.

Concerns were raised about the existing planting environment, the sloping topography and the artificial and tough environment that the existing trees were surviving in. It was suggested that plans for Water Sensitive Urban Design (WSUD) were an important component of this.

Several comments highlighted that planting needs to accommodate light rail infrastructure.

NCA Response

The need for a sustainable optimum tree planting environment is paramount to the longevity and maximum effect of tree plantings on the Avenue's. Investigation will be undertaken on water sensitive urban design features (WSUD), the planting environment, and grading as part of detailed designs.

In relation to the light rail infrastructure, the NCA will work with Capital Metro to understand what the future light rail plans are and how they may be incorporated into the Avenues in the future, including the impact of the infrastructure on the planting environment.

3.4 Heritage

Heritage matters are a core consideration in the planning and renewal of the Avenues. The layout, landscape, view-lines, buildings, and endpoints have historic importance that is a key part of its existing and future character.

3.4.1 Issues

Policy

The Avenues are important historically and symbolically. However they have no heritage protection. They are however adjacent to places that have heritage protection status, and as such any proposal for the Avenues must have regard for the protection of adjacent heritage places. Several specific recommendations were made in relation to heritage. These were:

- Section 3.3 Heritage Policy needs to acknowledge that there is no heritage protection of places under the ACT within designated or national areas.
- Several comments were made about the need to respect the context of heritage buildings and not reduce the heritage value of places nearby to the Avenues.
- The approach to the Avenues renewal needs to conserve and plan for a living landscape, not one that atrophies.
- Attention was drawn to the ACT Conservation and Management Plan and that the NCA have regard to this plan.
- East and west block should be highlighted as having historic importance.

One respondent suggested an additional point under heritage principles in Section 5:

'Conserve the values of each of the heritage places related to Commonwealth Avenue'.

Historic precedent is a powerful definer of the future character of the Avenues and comments made on the importance of this related to recognition of:

- The roadway proportions and layout as defined by Griffin,
- Weston's planting pattern and species,
- The endpoints of the Avenue's,
- The vistas both axial and oblique,

- Key buildings that have historic frontages facing the Avenues such as Albert Hall,
- The bridges.

Some concern was raised about appropriate development thresholds to heritage buildings in light of the potential removal of the clover-leaves entry/exit ramps and more land being available for development.

NCA Response

Designs for renewal of the Avenues must embrace and protect the historic setting and features of the Avenues. The NCA will have regard to the relevant policies and heritage studies affecting the Avenues and their surrounds.

The heritage values of the Avenues are the subject of the *draft Commonwealth Heritage Assessments for Certain Roads on National Land in Central Canberra 2013*, which identifies the heritage values of the Avenues as having national significance. (Marshall et al 2013). The NCA will have regard to the recommendations of this report.

The recommended addition to section 5 is noted, as too is the inclusion of East and West blocks as being buildings with historic importance.

3.5 Transport and Movement

3.5.1 Issues

One of the main challenges for the renewal of these Avenues is to reconcile their role as functioning roads within the wider network as well as their need to be appealing urban places. The transport and movement design and associated infrastructure is complex and is changing with more sustainable policies and future plans for light rail.

Generally respondents were supportive of the prospect of better planning and provision for cyclists, pedestrians and public transport. In line with this there are numerous references to endorsing the Avenues as multi-modal connections between precincts.

Comments in relation to anticipated volumes suggested that the use of the Avenues would increase, but that car volumes were expected to stay static as a result of greater public transport and active transport take up.

Respondents supported policy decision for cities to become liveable by not by funnelling more cars into the core.

Provision for Cyclist

The Avenues were criticised as disproportionately providing for vehicles, with typically 6 lanes for vehicles. This design prioritises vehicles against more active transport and leads to *'a sense of incoherent, disconnected space within the Parliamentary triangle.'*

The following comments were also made about cycle provision:

- Constitution Avenue does not provide sufficient priority of bikes over vehicles and better provision is needed on Kings and Commonwealth.
- The shared pathways are unsafe and the design invited conflict.

- The shared path denies cyclists to equal access to the road and are particularly constrained on the bridges.
- There is poor provision for cyclists coming off state circle from the south.
- All ages (8-80) and speeds should be designed for in a separated bike lane. There were suggestions that this can be achieved through the provisions of wide, high quality separated cycle paths along the length of the Avenues. This should be located on the far left of the carriageway, and delineated by kerbs or other barrier. The bike route should have the same priority as the road over driveways and protection from turning traffic.
- The removal of the cloverleaf's is generally supported for bike access.

NCA Response

The suggestions above are consistent with the issues identified in the background paper and those current conditions that the renewal project seeks to address. The renewal is not yet at the detailed design stage but a *'quality separated cycle paths along the length of the Avenue'* is something that is recommended in principle, but the design features and position are yet to be determined.

Light Rail

The need for plans for Kings and Commonwealth Avenue's transport and movement to integrate effectively with planned light rail/rapid transport, modal shift, sustainable transport was a common theme. In addition it was often stated that plans should effectively connect at key points in the network - at State Circle and past Parliament House.

The discussion about light rail raises the issue of where light rail should be accommodated and on which Avenue or both. It was also noted that the Griffin plan identified a tram way within the central median (12m wide) on Kings and Commonwealth Avenue, and that this was historically important.

One respondent was concerned that if light rail was located in the median, this would require modification of the bridges which raises heritage issues. One solution presented to address this was to convert a traffic lane to light rail.

NCA Response

The NCA will have regard to Capital Metro's plans for light rail and will consult with the ACT Government and Capital Metro as more detailed plans emerge.

Road User Hierarchy

There were several comments about the need to support measures which aimed to reduce car use, including supporting light rail and active transport options. This relates to a character change that manages a re-prioritising of road users.

ESDD suggested that the road user hierarchy (figure 23, p25) be simplified to group pedestrians, cyclists and public transport together to reflect their equal priority.

Changing the speed environment is an important way to change the character and priority of the road. It was noted that speed reduction may be influenced by design features such as trees and the quality of the streetscape. It was also suggested that testing if this is

currently the case between the northern and southern sections of the Avenues thereby comparing the treed and non-enclosed areas with the established tree sections.

NCA Response

The NCA supports the Road User Hierarchy as identified by the Major Cities Unit and as a champion to this protocol and therefore is not in a position to change it. However the suggestion to group pedestrians, cyclists and public transport together focuses on those more sustainable transport types that provision needs to be improved for.

The subject of speed was part of the survey and from the sample size of 46, a reduction in the speed environment was supported. This highlights that further investigation of the impacts of a potential speed reduction on the wider network and on the Avenue's character need to be assessed.

Case Studies

Case studies to test numerous aspects of the renewal of the Avenues were called for by a number of respondents. The case studies suggested to be relevant were:

- Dutch design guidelines for bike provision, and physical examples from Vancouver, Montreal, Melbourne. Case studies were also called for to demonstrate the different design features and how some major avenues such as the Champs Elysees appeared consistent but in reality had a diversity of features/areas.
- Further case study suggestions included Cycling Aspects of Austroads Guidelines which set a good minimum standard for separated Bike Lanes, but it was noted would require a higher benchmark for Kings and Commonwealth Avenues. The ACT Government is currently developing a strategic cycle network plan which includes strategies for quality and safety. Options were developed and tested with Pedal Power and the model developed may be useful to inform the Avenues design work. Also recent works at Marcus Clarke Street.
- The South Australian Government work document *Streets for People* was also highlighted as relevant.

Overall respondents provided detailed and strategic suggestions and reinforced the need to consider the wider traffic implications of changes to the Avenues on the wider network.

NCA Response

Case studies will be explored as part of the schematic design and the suggestions above are useful examples to explore.

Wider traffic implications of changes to the road layout will be tested with the relevant Authorities and consulted on at the detailed design stage.

4 NCA Response to the submissions

The submissions offered a rich and useful input into the background and issues affecting Kings and Commonwealth Avenues.

The views and specific recommendations of the consultations have been recorded above and will help to frame an acceptable outcome for the Avenues in the next stage. The next steps in this process are a schematic design which will outline the features and options for the overall character.

Section five of the background and issues report outlined a number of principles and actions to guide the renewal of the Avenues. These will be revised and refined in response to the submissions, and included in the schematic design phase.

Further public consultation will be carried out on the options for renewal of the Avenues.

5 Conclusion

The consultation process initiated by the NCA for the Renewal of Kings and Commonwealth Avenue attracted 15 written submissions and 46 online submissions. The period of public comment ran for 4 weeks in accordance with the NCA's commitment to Community Engagement (August 2011) and concluded at the end of June 2013.

This report will be available on the NCA website.

6 Attachments

The following are attached in the sections following:

1. Summary of Written Submissions.
2. Survey as posted on the 'Have Your Say' website.
3. Survey results and description.
4. Comments from surveys.

Attachment 1 - Summary of Written Submissions

Note: The NCA seeks an open and transparent consultation process. The Kings and Commonwealth Avenues Renewal consultation documentation mentioned that the NCA would prepare a Consultation Report for publication on the NCA website and the report would include a summary of each submission. Specific names of submitters have been omitted for confidentiality.

No.	Organisation	Key points raised in the submission	NCA Consideration
1	Australian Institute of Landscape Architects	<p>Overall</p> <p>Generally supportive of principles in chapter 5 for future character, but would like more definite intentions put forward.</p> <p>Not convinced that planting in the medians on the north side is the best solution for the Avenues – needs justification.</p> <p>Supportive of the need for liaison with ACT government.</p> <p>Sculpture</p> <p>Supportive of the reference for the need to consider sculpture and artwork as a part of the Avenues, particularly for the pedestrian context.</p> <p>Highlighted the presence and importance of the Edmund Barton sculpture on the corner of Kings Avenue and Macquarie Street, erected in 1983, as part of the valued Prime Ministers Sculpture program.</p> <p>Endpoints</p> <p>Maintaining the endpoint of City Hill is important as the tree canopy has deteriorated.</p> <p>Highlights that the flagpole on city hill flew the ACT flag from 1989 but was erected earlier in the early 1960's.</p> <p>Safety and Trees</p> <p>Highlights the proximity of trees to road edges presents safety issues that need to be considered in future designs. A number of existing trees are close to the kerb.</p>	
2	ACT Government Architect	<p>Design language</p> <p>Final document should incorporate the design of</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>Constitution Avenue in it so that the design of the three Avenues is a co-ordinated suite, with a consistent urban design narrative.</p> <p>Liaison with the ACT Government</p> <p>There are a number of key ACT Government projects that this project overlaps with because of how it relates to the ‘hierarchy of public places’. These are: the City Plan, Capital Metro’s redesign of Northbourne Avenue to accommodate light rail.</p> <p>Allowance for the future light rail corridor to connect to current plans along Northbourne Avenue and Constitution Avenue.</p> <p>Specific comments on the principles and themes identified in Chapter 5</p> <p><i>5.1 Roles and Principles and 5.2 City Structure Role</i></p> <p>Generally agrees with the criteria identified</p> <p><i>5.3 Streetscape Character and Role</i></p> <p>Generally agrees with the criteria identified</p> <p>5.4 Landscape Role</p> <p>Agrees with the principles stated in particular the need to unify planting character.</p> <p>Planting should accommodate light rail infrastructure</p> <p>5.5 Heritage</p> <p>Generally agrees with principles</p> <p>Final document should take into account proposals for City Hill and the City Centre as part of the City Plan project.</p> <p>Light rail routing should take into account the possible routing of light rail around city hill included in public documents/submissions for the City to the Lake project.</p> <p>5.6 Transport and Movement</p> <p>Agree generally with the comments and note that they are generally consistent with the intentions of the city to the lake project.</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>5.7 Built form</p> <p>Agree with the comments under this heading and particularly support the notion of a fine grain pattern should be adopted for the street pattern abutting Commonwealth Avenue.</p>	
3	ACT Heritage Council	<p>Report provides a good assessment of the background issues relation to the development and heritage significant of the Avenues.</p> <p>Heritage - Trees</p> <p>ACT Heritage Council supports the conservation of the existing trees selected by Charles Weston.</p> <p>Suggests a ‘Tree Management Plan’ should be prepared for the Avenues, including a propagation and replacements using existing trees.</p> <p>Supports consideration of continuing the existing plantings from the Griffin Weston era along the Avenues in a formal, unified planting pattern as suggested in section 5.4 of the report.</p>	
4	National Trust	<p>Generally considers report covers the issues appropriately.</p> <p>Heritage policy</p> <p><i>Section 3.3 Heritage policy</i> needs to acknowledge that there is no heritage protection of places under the ACT within designated or national areas.</p> <p>Section 5.5 should also include ‘a respect for an not reducing the heritage values of other places of heritage significance along the Avenues’.</p> <p>Building form</p> <p>Figures 34 and 40 indicate a built form that only aligns the corners of buildings to the Avenues. The proposed built form needs to be reconciled with the text that highlights the need for more active frontages.</p> <p>Future planning and recommendations for West Basin needs to reconcile the differences between multiple proposals – City to the Lake, City Plan and the plan for renewal of the Avenues.</p>	<p>Figure 40 should be substituted with a different image that shows a form that is consistent with the text, supporting built form that faces the Avenues.</p> <p>The images at figure 34 and 40 are consistent with possible built form shown within policy documents.</p>

No.	Organisation	Key points raised in the submission	NCA Consideration
5	Landscape Architecture, University of Canberra	<p>Appreciative of the balancing of legacy/heritage values with the role of the Avenues as functioning roads. Overall highlights the challenge and importance of the preservation of the landscape character of the streetscape.</p> <p>Highlights that the planning for tree replacement is important and planning for trees that have longevity.</p> <p>Highlights that the project is a good opportunity to re-look at the approach to the city tree-scape, and progressive tree replacement to avoid a boom and bust approach to replacing trees.</p> <p>Recommends that the report include more staged short to medium term projects, as the focus of many of the recommendations is on the longer term.</p> <p>The submitter addresses points in the 'Avenue character checklist' from table 1, page 30 of the report).</p> <p>Addresses way to create a consistent design language between Constitution, Commonwealth and Kings Avenue.</p> <ul style="list-style-type: none"> • Street furniture – achievable in the short term • Tree planting and replacement should include short and long term plantings – replacement and renewal <p>Moderate traffic speeds, across multiple lanes etc may be achieved by a well-established tree canopy by changing the spatial character. Suggests that this could be tested by looking at the speeds typical in the southern and northern sections of the roads.</p> <p>Built form</p> <p>Planning for built form/footprints into the future would be a good way to help ensure the future character of the Avenues.</p> <p>Human Activity on the Avenues</p> <p>Highlights that the length (at 2km) each and nature of the Avenues presents a challenge to creating destinations along the Avenues. It is</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>suggested that the walkability of the Avenues should be assessed for areas where they are unlikely to be easily at walkable scale.</p> <p>Overall the report is identified as an important discussion point on how to treat the iconic landscapes and ceremonial parts of the city, and conserving rather than atrophying the 'living landscape'.</p>	
6	Individual submission	<p>Generally the response is in support for safer and easier bicycle access along both Kings and Commonwealth Avenues.</p> <p>Case Study</p> <p>The response highlights a case study on Burrard Bridge in Vancouver as part of a wider strategy to decrease vehicle congestion. This strategy achieved a 9% reduction in car traffic into the city despite huge rise in population over the last 10 years.</p> <p>Highlights that cities don't become liveable by funnelling more and more cars into the core.</p>	
7	Individual submission	<p>Overall the response focuses on increasing the amenability of Commonwealth and Kings Avenues for active transport users, particularly cyclists and pedestrians. Generally identifies points to emphasise the important active transport, sustainability and equity issues around cyclist and pedestrians.</p> <p>Inadequate provision for cyclists and pedestrians on the bridges</p> <p>The shared pathways on the bridges and busy and invite conflict between users. The path surface is uneven and unpleasant. The re-directing of cyclists onto the shared pathways denies cyclists equal access to the road – especially for 'sporting cyclists'.</p> <p>Safety on the bridges</p> <p>There is perceived and real conflict/animosity between path users on the bridges. Pedestrians and cyclists are in close proximity and bikes need to slow considerably to travel on the bridges,</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>compared to being on the road.</p> <p>Vehicles dominate inequitably</p> <p>Vehicles are disproportionately provided for with typically 6 lanes for vehicles. This design prioritises vehicles against more active transport and leads to <i>'a sense of incoherent, disconnected space within the Parliamentary triangle.'</i></p> <p>Clover leaf designs</p> <p>The design of the cloverleaves are dangerous and unpleasant to cycle on and are only tackled by the very hardy cyclist. The designs create indirect movement and encourage continuous and high speeds. The designs are out-dated and should be 'retired' in future plans for Kings and Commonwealth Avenues.</p> <p>Poor provision for on road cyclist entering Commonwealth Avenue from the south</p> <p>From Adelaide Avenue to get onto Commonwealth Avenue, cyclist have to cross an 80km/hr lane of traffic. The recommended route via State Circle is indirect.</p> <p>Desirable outcomes:</p> <p>Catering for active road users in direct, separate (especially at the bridges) and design that encourages all ages and speeds of cycle users.</p> <p>Suggests that this can be achieved through the provisions of wide, high quality separated cycle paths. Paths should be integrated into the wider network and public institutions.</p> <p>Signposting marked paths and connections to public institutions would also assist in navigation around a well-connected network.</p> <p>Highlights good case study examples in Copenhagen and Montreal to demonstrate the infrastructure and policy, as successful examples of modal shift.</p> <p>The existing width of Kings and Commonwealth will assist in catering for a range of road users and the potential for a vibrant and liveable environment.</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
8	Australian Institute of Landscape Architects,	<p>Land use and consideration of the built edge</p> <p>A number of questions that are relevant to the next stage of the project were posed.</p> <p><i>Asks ‘Can the Avenues be considered without their land uses?’</i></p> <p>Role of the Avenues</p> <p><i>‘The Avenues are arterials. What does this mean for the design of the Avenues?’</i></p> <p>The Avenues that make up the National triangle do more than connect nodes – the endpoints have different roles. The elements on the southern end express different values than the Parliamentary end. Thoughtful Avenue design can make this hierarchy legible.</p> <p>Road corridor – case studies</p> <p>Griffins design for the Avenues was standard at the time for Avenues. ‘He wrote that is provided for a range of transportation modes, four rows of trees and preferable parkways of shrubbery. Dr Firth suggests that it would be useful to have different case studies of contemporary Avenues with analysis of why they are successful.</p> <p>Historic intent and value</p> <p>It was commented and elaborated on the history of the Avenues.</p> <p>Apart from the overall layout, little progress was made on implementing the Griffin plan until 1921-24 under the federal capital advisory committee. Bruce succeeded Weston in 1926 and implemented Weston’s plans.</p> <p>The submitter confirms that there has been considerable change to Griffins intent for the Avenues. While there is continuity in the southern ends, the northern layout, the Commonwealth Avenue slipway, the lack of connection to Civic and the Australian American memorial are all departures from Griffins plan. These changes diminishes the ability to reconnect the triangle of Constitution, Commonwealth and Kings Avenues.</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>The submitter noted that the NCDP reshaped the Avenues – elevating them. This makes it difficult to achieve street tree planting on the bridge approaches. The ‘floating above ground level’ character is created to connect to the bridges which arc above the lake, rather than connecting horizontally.</p> <p>The role of the endpoints to the Avenues has substantially changed from Griffins intended Capital, Municipal Centre and Market Centre.</p> <p><i>Species selection history</i></p> <p>More information is required on the rationale for species selection and planting pattern. One example is a specific pattern of layout of Lombardy Poplars to make entry points to the Parliamentary Zone.</p> <p>Current Planning Policy and Context</p> <p><i>Active frontages</i></p> <p>The role of the Avenues defined in the Griffin legacy as being ‘multi – use boulevards providing corridors of higher-density mixed use development’. This should not be used as a blanket objective but the different roles of the Avenues to the north and south and between Kings and Commonwealth Avenue should be recognised.</p> <p>The character of the Avenue’s edges are different in the southern sections when compared to the northern sections. Adjacent to the Parliamentary zone the Griffin plan which was subsequently adopted by Weston showed an edge of densely planted parkland, with Parliamentary buildings set well back. The building form (derived from planning policy documents) shown in <i>figure 34</i> is in view concerning in respect to Griffins intent.</p> <p>The building form on the northern side needs to be planned in an integrated way to support symbolism and conserve views, vistas and access.</p> <p>Current Conditions</p> <p>The submitter notes the following issues of the existing Avenues:</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>The 1920's plantings are stately and orderly and support the importance of the southern sections close proximity to Parliament House.</p> <p>The landscape treatment and character in the south is more open and park like than a 'boulevard'.</p> <p>Landscape treatment and access to the bridges is poorly resolved.</p> <p>The different character zones and the relationship of the Avenues to the bridges needs more consideration.</p> <p>Character</p> <p>The submitter is opposed to a 'consistent character from end to end' and would rather see a design outcome that creates an Avenue that integrates different character zones in a unified manner.</p> <p>Future materials and character needs to have regard to heritage and symbolism.</p> <p>Consultation</p> <p>The submitter asks who is really being consulted – is it the Canberra residents or is it the wider Australian Community?</p> <p>Also answers from the website may represent polarised views on tree species, cultural meaning etc.</p> <p>There is no question on the survey to ask if respondents have read the report.</p> <p>Future character</p> <p>The decision to achieve a consistent character from end to end does not seem to arise directly through the current analysis and assessment, but on a preconceived idea of what an avenue should look like.</p> <p>Case studies</p> <p><i>Character unity</i></p> <p>Examples of what other Avenues have consistent character from end to end would be useful in demonstrating the benefits of a unified character.</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>Eg Champs Elysees – appears to have consistency along its length, but closer analysis reveals a number of different but connected spaces. It is worth considering how unity has been achieved.</p> <p>Staging</p> <p>A timeline of tree planting implementation is important, to show how works relate to the intended vision.</p> <p><i>Trees/Character</i></p> <p>If trees are to be the major component of the character of the Avenues then unity is achieved by their spacing, form, density etc. Dr Firth states that unity is primarily achieved by order and repetition. To avoid an avenue that ‘is a desert, dangerous and unpleasant to traverse’ Griffin advocated four lines of trees and shrubbery and this was clearly understood in Weston’s plantings. But it takes 10-20 years for this to take effect.</p> <p>Street furniture</p> <p>Anzac Avenue is a good example of how the design features – including lights, quality verge, footpath and wall treatments unify the Avenue and indicate it as a high status roadway. The associated memorials provide symbolism and destination for the pedestrian and road user.</p>	
9	President, Friends of Albert Hall Inc.	<p>The Friends of Albert Hall (FOAH) welcome historically appropriate renewal of Commonwealth Avenue with new forms of traffic management.</p> <p>Traffic</p> <p>The FOAH welcome better pedestrian and cycle and public transport access to Albert Hall.</p> <p>Cloverleaf entrys and future development</p> <p>The FOAH notes the future plans to remove the cloverleaf roadway entry points and the future potential development potential this would unlock. The FOAH are concerned about any proposal for work in or impacting on the Albert Hall Heritage Precinct, particularly any development that would compromise the</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>heritage values of the Albert Hall Heritage Precinct. We note that setting, views and vistas are key elements of the heritage significance of the Precinct.</p> <p>The FOAH draws the NCA's attention to the Albert Hall Heritage Precinct citation [from the ACT Conservation and Management plan] under the heading the '<i>Features intrinsic to the heritage significance of the place</i>', and asks the NCA to have regard to this citation.</p> <p>Consultation</p> <p>The FOAH stressed that it would expect that if there were to be development plans that it would expect to be consulted prior to formal consultation with the Canberra community. Further they express concern about the elements of Development Application 53 appearing again in another form and that any erosion of the decision around this would be challenged.</p> <p>Heritage values</p> <p>The FOAH ask that the NCA be mindful of the relevant heritage citations in any planning for Commonwealth Avenue and its setting, including the cloverleaf entry ramps and to follow existing convention and seek advice from the ACT Heritage Council about adjacent sites.</p> <p>Revision to principles – section 5</p> <p>Suggests adding an additional point under heritage:</p> <p><i>'Conserve the values of each of the heritage places related to Commonwealth Avenue'.</i></p>	
10	President, ACT Chapter of the Australian Institute of Architects	<p>The Australian Institute of Architects stated that the report is well presented and covers the issues appropriately. They had the following specific comments:</p> <p>Historic protection and values</p> <p>Section 3.3 fails to acknowledge that there is no heritage protection of the ACT and private control within the designated and national areas.</p> <p>Figure 32 does not include east and west block as having historic importance</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>Future Planning and Recommendations</p> <p>The pattern of development shown in figure 34 and section 4.5 is inconsistent with the stated aim to ‘promote active frontages in buildings abutting the Avenues’ and to create a more urban edge. This issue needs reconciliation.</p> <p>Recommendation 5.5 Heritage Role should also have respect for and not reducing the heritage values of the other places of heritage significance along the Avenue.</p> <p>Figure 40 and its associated text highlights that there are a number of planning ideas across this and adjacent areas – including City to the Lake, City Plan and the proposal for renewal. Somehow these need resolution.</p> <p>Overall the renewal is a good proposal to move forward with but needs some refinements as indicated.</p>	
11	Individual submitter	<p>The comments include views expressed by the landscape architect to the NCDC, in a recent telephone conversation with him, following his reading of the NCA’s background and issues paper.</p> <p>Axial views along the Avenues – Open or obscured?</p> <p>Mr Morrison highlights the history of planting along the Avenues and the reasoning for it.</p> <p>In the early 1960’s the National Capital Planning Commission wanted to make the avenues clearly visible as axial vistas along two sides of the Parliamentary Triangle. The planned removal of median trees did not eventuate because of publicity risks for the Commission. This highlights the dilemma: <i>Should the axial views along these two avenues be unobstructed or softened by tree plantings along the median strips?</i></p> <p>However the pattern of planting along the northern sides adopted the ‘no central planting’ philosophy.</p> <p>The response highlights the special nature of the Avenues which were intended to be clearly different to that of the other main avenues. The</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>200' (61m) Avenues have wide 50' (15.2m) verges, to provide substantial space for plantings lining the Avenues.</p> <p>The medians were according to the respondent relatively narrow and only with enough room to accommodate a tramway.</p> <p>Evolution as boulevards</p> <p>It is primarily the roads and associated paths that provide the most of the continuity to the axial views. While the Avenues have operated as more or less free flowing arteries they will become more like urban boulevards and cross streets with traffic lights are introduced to handle future building development. The respondent highlights that this development evolution is <i>'absolutely in line with more generous provision for cyclist and pedestrians'</i> and part of the gradual evolution of the boulevards.</p> <p>Further work and core questions</p> <p>The problems and deficiencies are comprehensively set out in the background and issues paper however its suggestion that <i>'views along the Avenues will be filtered eventually by trees'</i> with <i>'tree planting in the medians on the north side'</i> of the lake prejudices the crucial question: Axial views: Open or obscured?.</p> <p>This question lies at the heart of the future character of Kings and Commonwealth Avenues and their symbolic presentation, and needs to be clearly resolved.</p> <p>In addition practical staging measures of the works to achieve 'urban boulevards' should be set out, and presented to the public for debate.</p>	
12	Pedal Power ACT	<p>Pedal Power's submission endorses all points made in the discussion paper's section 5.6. [under the principle that the Avenues should be effective multi-user connections between precincts']</p> <p>Comments that planned improvements to the Avenues will help address recent criticism of the Parliamentary Zone's retail facilities by providing more amenable access to Civic.</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>Bike Lanes</p> <p>Pedal Power supports the provision for separated routes for people walking and cycling along the length of the Avenues. The existing congestion and conflict on the bridges is noted and the need for improved amenity in this area.</p> <p>The ACT Government strategy 8-80 is highlighted – where cycling facilities should be useable for people from 8-80 years old. Kings and Commonwealth is a <i>‘perfect opportunity to introduce such facilities’</i>.</p> <p>The respondent strongly recommends that the cycle route proposed should be separated from motorised traffic, ideally through a pair of one way lanes on the far left of each carriageway, physically separated by a small change in height, kerbs, grassed verges, or other barriers. Public transport stops should be to the right of this lane. The route should have the same priority as the road: that is it should have clear priority over any driveways or minor side roads and signalised intersections with protection from turning traffic where appropriate.</p> <p>Case studies</p> <p>Cycling Aspects of Austroads, section 4.3.3 Separated Bike Lanes is a good minimum standard – but probably requires a higher quality standard for Kings and Commonwealth Avenues. Also section 5.3.9 Crossings at Signalised intersections. Also the Dutch cycle path design manual CROW REC25.</p> <p>The respondent notes that the bridges are confined spatially but that the rest of the road way has generous proportions that can accommodate a generous bike lane.</p> <p>Pedal Power strongly supports the removal of the clover leaf entry/exit ramps.</p> <p>Access to endpoints and for events</p> <p>Future designs should ensure that it is possible for cyclist to get to the endpoints [not just go around them], and that connections are formalised to the surrounding network and the</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>Parliamentary Triangle.</p> <p>A notable omission from the report is the use of the Avenues for major ceremonial and recreational events. Pedal Power recommends that any physical barrier separating people who are walking or cycling from motorised traffic on the bridges be able to be opened at each end of the lake, allowing people to use some or all of the traffic lanes during such events.</p> <p>Constitution Avenue</p> <p>Pedal Power also made comments on Constitution Avenue in relation to their disappointment that the plans for off an road cycle route is indirect and doesn't give priority of bikes over vehicles.</p>	
13	Emeritus Professor/Adjunct Professor School of Humanities and the Arts ANU	<p>Professor states that the document is a helpful overview of the history and context of the two Avenues.</p> <p>Trees policy</p> <p>He highlights a key challenge of future work will be ensuring that there is a soundly based structural planting policy for each Avenue to guide its overall character, rather than piecemeal planting approach. This will require a clear palette of trees with the reason why each tree has been chosen articulated, including historic precedents, and measurement of their performance over time. Future tree types should be in keeping with the scale of the Avenues and associated vistas.</p> <p>Tree Species</p> <p>Professor cautioned on the use of Eucalyptus sp. because they are not long lived when planted artificially in an urban setting and their form is unreliable.</p> <p>Prof. Taylor understands that the original intention of the NCDC was to use English Elms on the Avenues but notes that while their mature form is handsome the risk of Dutch Elm disease suggest caution.</p>	
14	Director General,	The Environmental and Sustainable Development	

No.	Organisation	Key points raised in the submission	NCA Consideration
	Environment and Sustainable Development ACT Government	<p>Directorate (ESDD) supports the general intent and recommendations of the Report. The ESDD notes that the report is timely for parallel consideration of various ACT Governments strategies including City Plan, Capital Metro projects, Transport for Canberra and potential development at West Basin.</p> <p>General comments include:</p> <p>‘While ESDD is supportive of the important heritage, symbolism and landscape character values of the avenues addressed in the study, the significant transport role of the Avenues in the metropolitan structure plan should also be emphasised.’</p> <p><i>Also</i></p> <p>‘The Territory’s critical interest in the provision of integrated transport infrastructure in the avenues and development proposals under the <i>Griffin Legacy, Capital Metro</i> and <i>City Plan</i> projects includes the provision of a dedicated transit reserve on the avenues, consistent with the city’s long term metropolitan planning including the <i>NCDC’s Metropolitan Plan 1984, the National Capital Plan (Metropolitan Plan)</i> and <i>Transport for Canberra</i>. This includes consideration of the light rail infrastructure across Kings and Commonwealth Avenue bridges.</p> <p>Specific comments on the report are summarised below. These are:</p> <p>5.6 Transport and Movement. ESDD is generally supportive of the recommendation in section 5.6 to ‘<i>maintain the role of the Avenues as important traffic routes but plan to balance this in favour of the needs of pedestrians and cyclists.</i>’ However the following information should inform the next stage of planning:</p> <ul style="list-style-type: none"> • Rapid transit is planned to be incorporated into the Avenues. • Note that a significant increase in the use of sustainable transit is in anticipated in the future, but volumes of vehicular traffic are to be managed at similar levels that 	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>exist today.</p> <ul style="list-style-type: none"> • Capital Metro stage one is proposed to connect Gungahlin to Civic by 2018. • The ACT Government is undertaking a light rail masterplan currently which will identify staged expansion. • Both Kings and Commonwealth Avenue are identified as routes for rapid services and the alignment of these and other services will require Avenue remodelling. Public consultation on stage 1 of capital Metro revealed a preference for rapid transit to be located in the median. • The Avenues will be multi-modal. This will influence the Avenues character. • The background paper does not provide guidance on the likely infrastructure improvements but it is anticipated that this will be part of the technical investigations in the next stage. • ESDD suggest that the road user hierarchy (figure 23, p25) be simplified to group pedestrians, cyclists and public transport together to reflect their equal priority. • The ACT Government is currently developing a strategic cycle network plan which includes strategies for quality and safety. Options were developed and tested with Pedal Power and the model developed may be useful to inform the Avenues design work. Also recent works at Marcus Clarke Street. • Consideration of safety on shared paths and identification on specific cycle paths may be appropriate. <p>Historical Intent and value</p> <ul style="list-style-type: none"> • Commonwealth Avenue carries a traffic load well in excess of that intended by the earlier planners. ESDD noted several historic plans for traffic re-routing around the National Triangle and suggests that 	

No.	Organisation	Key points raised in the submission	NCA Consideration
		plans for the Avenues need to consider the wider traffic implications.	
15	Griffin Society	<p>The Griffin Society considers the two stately avenues should be accorded reciprocal, not differential, treatment. This is in order to emphasise the definition of the National Triangle and Constitution Avenue, and to enable more consistent design of structures and landscape within the Parliamentary Triangle.</p> <p>With respect to building heights policy and the Parliament House Vista, the Griffin Society suggests a maximum of 4-6 stories for Inner Canberra is appropriate, especially the Central National Area. I would point out that the National Capital Planning Commission in Washington is currently undertaking a most interesting review of building heights, with intensive professional, public and intergovernmental consultation.</p> <p>The Griffin Society reiterates the principles which the Society has included in all our submissions about the Central National Area:</p> <ul style="list-style-type: none"> • Buildings should fit and enhance the landscape setting not overwhelm or detract from the natural properties. • Griffin’s design created and enabled the iconic Canberra vistas to the eminent points of the National Triangle, the diagram of Australian democracy, the surrounding hills and ridges, the Lake and the distant mountains. • These vistas cover all points of the compass, the many vantage points for the vistas, they should be accorded high value and warrant inscription on the National Heritage List. Already one can identify such vistas having been lost or degraded or threatened: Ainslie Avenue, north Kings Avenue (American war memorial and 	

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		<p>much of the Defence precinct), the Land Axis (war memorial towers), Nishi Building and City West.</p>	
	AECOM	<p>AECOM’s urban designer made the following comments relevant to the Avenues:</p> <p>No mention is made of significant level changes made around existing trees, particularly in the median and mainly in Kings Ave, in order to deliver the PHAR Tunnel Package in 1988. As a result many trees rely on artificial breathing layers, and retaining walls for survival. This may have a bearing on future arboriculture options.</p> <p>The proposal to ensure consistency of detailing, finishes etc is well intended and supported, however, tree species selection doesn’t need to be consistent to be successful. The variety of species in Kings Avenue is interesting and provides greater amenity in my view than would a single species selection. That said a comprehensive tree management and replacement strategy is needed (as it is for Constitution Ave).</p> <p>Such a strategy should continue to give prominence to exotic species as defining Canberra character.</p> <p>The future built form indicated should be orthogonal with its Avenue if the intention is to define a legible Boulevard. I can appreciate the desire to respond to the orientation of the Parliamentary Zone, however, this will weaken the street wall as experienced within the avenues and could be reconsidered.</p> <p>The width of the avenues is such that they could be read as four separate Boulevard cross section zones. Viewed in this way could suggest a different approach to tree and lighting selection within the shared path zones down each side, and possibly a slightly different structure within the road on each side of the median?</p> <p>Lighting should be reviewed in detail as a separate upgrade program that includes</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>boulevard street lights, shared path lighting and entry address lighting.</p> <p>The major intersections, especially Kings Ave Bridge, would benefit from some additional structure to define the avenue street wall. This might be provided by additional dense plantation of evergreen trees pleached to provide a green wall effect.</p> <p>All initiatives should address the objectives of AP2, in particular those associated with WSUD.</p> <p>Cognisance of future light rail needs to a big part of the planning. EDD intends it be located in the medians with new bridges between the existing Kings and Commonwealth Avenue bridges which compromised the Avenues in my opinion. I think a traffic lane should be converted to light rail. I realise that there will be traffic issues but the plan is to reduce car usage.</p> <p>Also what happens to the light rail when it meets State or Capital Circle? Does it proceed to loop PH prior to heading down Adelaide Avenue or does it head to Adelaide Avenue via State Circle ? If the light rail is in the median this could be complicated, not that it is much better in the verge, i.e. kerbside.</p> <p>It is all very well for NCA to comment that the form of the public transport is undecided but I don't see how they can proceed with refurbishing the Avenues unless the form and the location is decided now and built into the upgrade plans.</p> <p>Light rail station locations need to be considered as they can have a big impact on the refurbishment planning.</p> <p>There are presently gaps in the median planting as a result of road connections being removed, a case in point is the previous connection of King George Terrace (?) connection which was removed in the 1970s, and the tree planting not replaced. To have this occur as the public transport mode changes and impacts on the "new" works would be a shame.</p> <p>Activating frontages along the Avenues is difficult with mainly 5 day usages of the PZ. It is like the</p>	

No.	Organisation	Key points raised in the submission	NCA Consideration
		<p>Washing DC government office area, i.e. dead on weekends. There needs to be more 7 day activities along the Avenues. However, there is limited undeveloped space for this occur those being the two carparks, one near Treasury and the other near John Gorton Building.</p> <p>With pay parking being introduced and the need for parking structures there may be some opportunity for development along the Avenues to occur. A Smithsonian Institute could be a potential!!!</p>	

Attachment 2 – Survey

Public consultation survey for the ‘Have Your Say Website’

The following are the list of questions asked on the website. There was a separate questions for Kings Avenue and Commonwealth Avenue.

Question	Answer type
Rate the value of the overall character of the Avenues <ul style="list-style-type: none"> - Kings Avenue - Commonwealth Avenue 	1-10 (twice – one for kings and one for comm)
The historic character of the Avenues south of the lake should be continued north of the lake?	Agree – Disagree (range)
Should the character be formal or informal?	Formal – Informal (range)
Should the trees be Australian or introduced?	Australian/Introduced /mixture
The grass medians and verges should not be irrigated?	Agree – Disagree (range)
Should there be a bike lane on road?	Agree – Disagree (range)
Are shared pathways between bikes and pedestrians effective?	Agree – Disagree (range)
Public transport should have a designated lane?	Agree – Disagree (range)
There should be sculpture along	Agree – Disagree (range)

the Avenues?	
What speed should the Avenues be?	Button 50km/ph 60km/hr or 70km/hr
Should declining trees be progressively replaced or clear felled?	2 Buttons – clear felled/progressive replacement
What other suggestions do you have for the future character of the Avenues?	Comments box
What other issues should be considered in the future design of Kings and Commonwealth Avenues?	Comments box

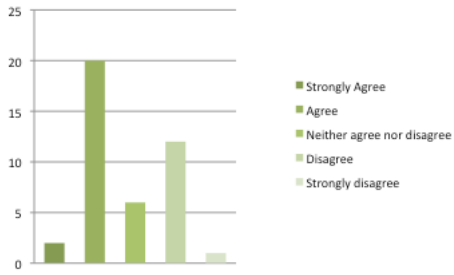
Attachment 2 – Survey results and graphs

The following table is a summary of the individual responses to the survey questionnaire. This is followed by bar graphs that summarise the results from each question. This table is the same as the one used earlier in the document but may be used here to summarise the overall result of each question.

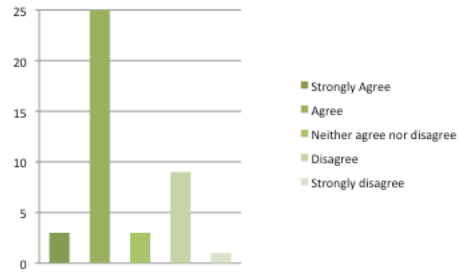
Question	Average Result
<i>Kings Avenue</i>	
The overall character of Kings Avenue is good.	Neither Agree or Disagree
The historic character of Kings Avenue south of the lake should be continued north of the lake.	Neither Agree or Disagree
The overall character of Kings Avenue should be formal.	Agree
The trees along Kings Avenue should be Australian species.	Neither Agree or Disagree
Declining trees along Kings Avenue should be clear felled.	Neither Agree or Disagree
The grass medians and verges on Kings Avenue should not be irrigated.	Disagree
There should be a bike lane on Kings Avenue.	Agree
The shared pathways for pedestrians and cyclists on Kings Avenue is effective.	Disagree
Public transport should have a designated lane on Kings Avenue.	Neither Agree or Disagree
Declining trees along Kings Avenue should be progressively replaced.	Agree
There should be more public artwork along the Kings Avenue.	Neither Agree or Disagree
What speed should Kings Avenue be?	60kmh
<i>Commonwealth Avenue</i>	
The overall character of Commonwealth Avenue is good.	Neither Agree or Disagree
The historic character of Commonwealth Avenue south of the lake should be continued north of the lake.	Neither Agree or Disagree
The overall character of Commonwealth Avenue should be formal.	Agree
The trees along Commonwealth Avenue should be Australian species.	Neither Agree or Disagree
Declining trees along Commonwealth Avenue should be clear felled.	Neither Agree or Disagree
The grass medians and verges on Commonwealth Avenue should not be irrigated.	Neither Agree or Disagree
There should be a bike lane on Commonwealth Avenue.	Agree
The shared pathways for pedestrians and cyclists on Commonwealth Avenue is effective.	Disagree

	Public transport should have a designated lane on Commonwealth Avenue.	Neither Agree or Disagree
	Declining trees along Commonwealth Avenue should be progressively replaced.	Agree
	There should be more public artwork along the Commonwealth Avenue.	Neither Agree or Disagree
	What speed should Commonwealth Avenue be?	60kmh

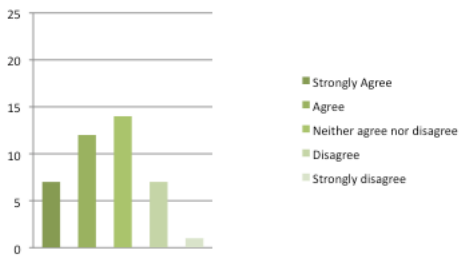
The overall character of Kings Avenue is good.



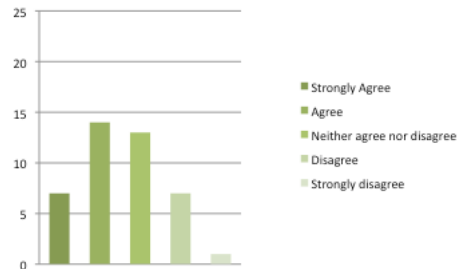
The overall character of Commonwealth Avenue is good.



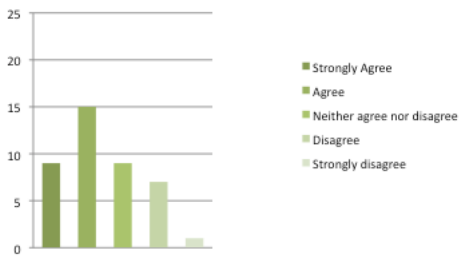
The historic character of Kings Avenue south of the lake should be continued north of the lake.



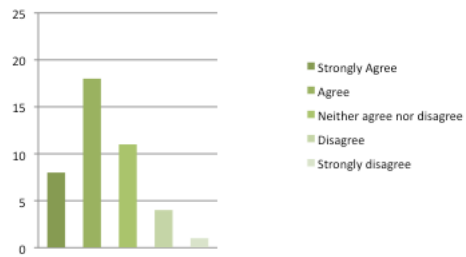
The historic character of Commonwealth Avenue south of the lake should be continued north of the lake.



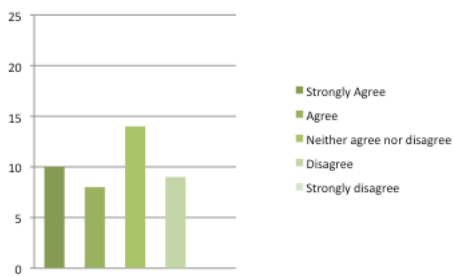
The overall character of Kings Avenue should be formal.



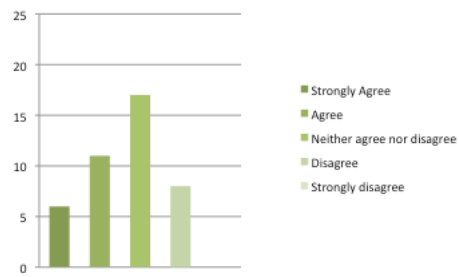
The overall character of Commonwealth Avenue should be formal.



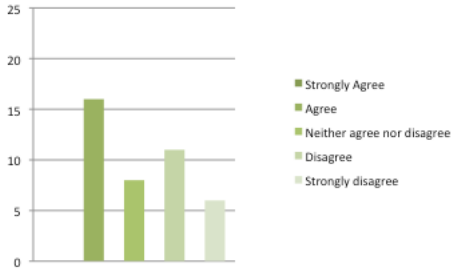
The trees along Kings Avenue should be Australian species.



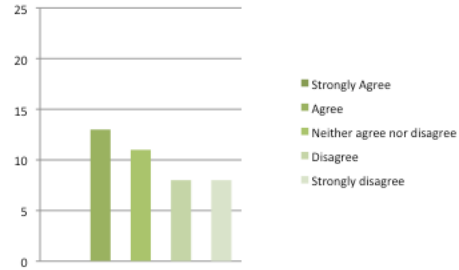
The trees along Commonwealth Avenue should be Australian species.



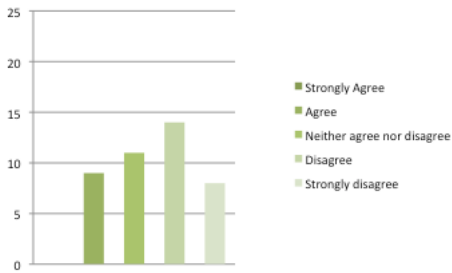
Declining trees along Kings Avenue should be clear felled.



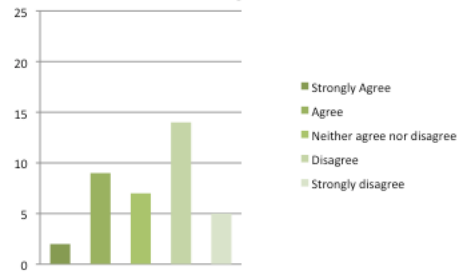
Declining trees along Commonwealth Avenue should be clear felled.



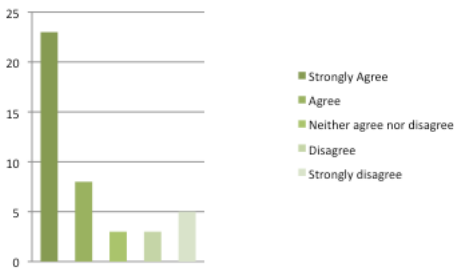
The grass medians and verges on Kings Avenue should not be irrigated.



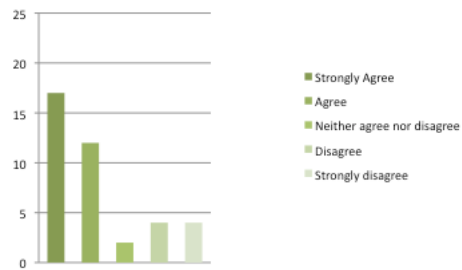
The grass medians and verges on Commonwealth Avenue should not be irrigated.



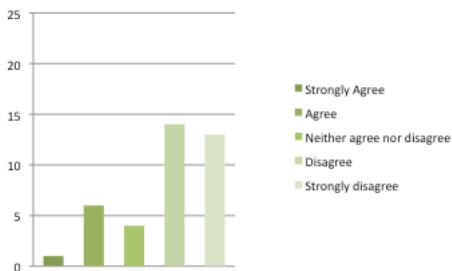
There should be a bike lane on Kings Avenue.



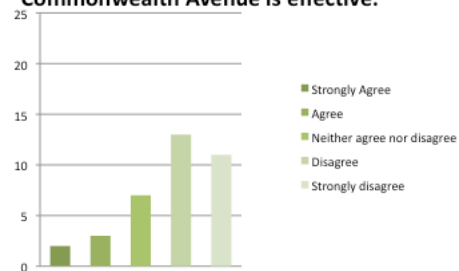
There should be a bike lane on Commonwealth Avenue.



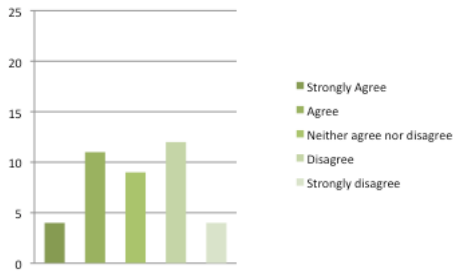
The shared pathways for pedestrians and cyclists on Kings Avenue is effective.



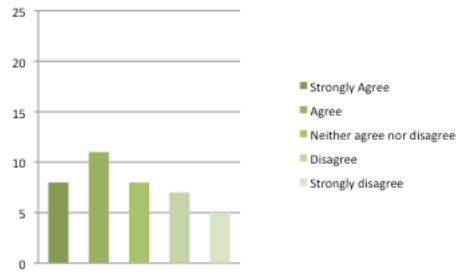
The shared pathways for pedestrians and cyclists on Commonwealth Avenue is effective.



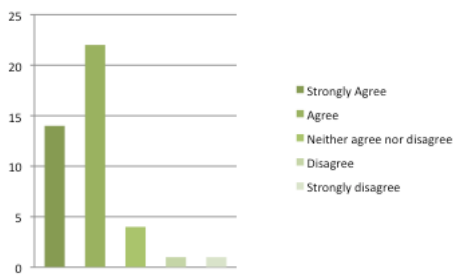
Public transport should have a designated lane on Kings Avenue.



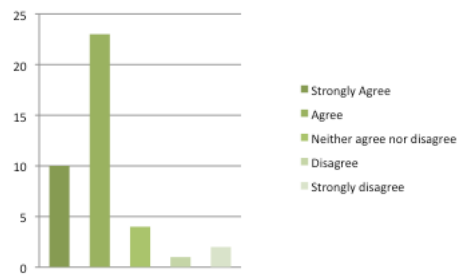
Public transport should have a designated lane on Commonwealth Avenue.



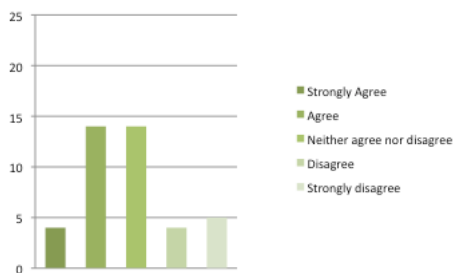
Declining trees along Kings Avenue should be progressively replaced.



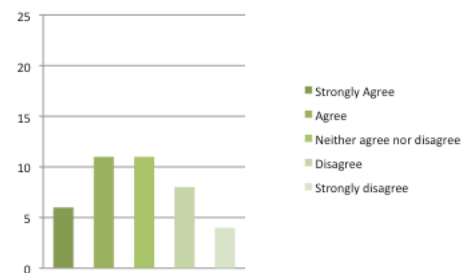
Declining trees along Commonwealth Avenue should be progressively replaced.



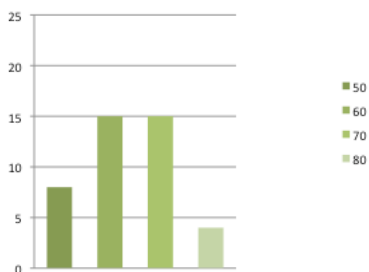
There should be more public artwork along the Kings Avenue.



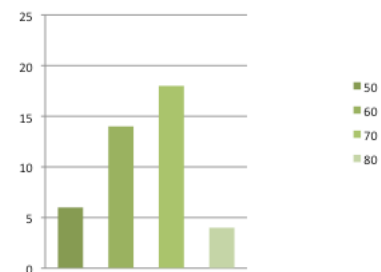
There should be more public artwork along the Commonwealth Avenue.



What speed should Kings Avenue be?



What speed should Commonwealth Avenue be?



Attachment 3 – Survey Comments

Question 1. Please provide any suggestions to improve Kings Avenue.

No.	Key points raised in the submission
1	Kings Avenue is one the "grand" avenues of Canberra and it should appear so. It doesn't at the moment. I think it requires gardens, parks, elegant lighting.
2	Kings Avenue at the moment is a very weak feature of the Parl Triangle, especially as it approaches the bridge and heads north to Defense. It should be more formal, more organised, rather than a very loose, unengaging assembly of buildings and roads with some interesting but intrinsically ugly old pines.
3	creating a bike land on the road - current arrangements are not safe for cyclists
4	More trees planted. No buildings by the road edges. we want to live in the garden city, not new york. Keep the open vista and feeling of space, No more shared paths in the triangle they do not work. It is too dangerous to walk round the lake due to Lycra clad idiots who are noble to use their bells and insist on speeding past and being incredibly rude. They should use the roads or cycle paths.
5	No comment
6	If a bus lane is needed, the road should be widened. Narrowing of some roads, including one new intersection on Barry Drive, have become narrower than parking spaces and unsafe to use. This should not happen on any other major roads in Canberra.
7	Review the cycle lane coming down from Russell towards the bridge. The Eastern pathway over the bridge is missing a pram ramp to enable cyclists to ride off the road onto the footpath. Pie in the sky suggestion would be to continue the new Bowen Drive crossing design with it forking to also go under Kings Ave to provide a clear, safe and simple cycling feeder route from the Lake to various offices in Barton. With paid parking coming this would be especially useful.
8	N/a
9	Considering that Kings Avenue is the third leg of the Parliamentary Triangle, it seems appropriate that it should match the significance of Cwlth Ave from a design/use perspective. Public art/statues/memorials would be an impressive way to increase their significance. Fountains in the lake (or shooting off the bridge) could be an affective/attractive way to achieve added significance.
10	There is very poor pedestrian and bike access on the Kingston side of Kings Ave. The path deteriorates once you cross the bridge to Russell and crossing is not facilitated at that point. The path should be continued to the Russel overpass and balance the other side.
11	Need a safety rail to separate pedestrian path from road on north and south side of bridge (western side). On weekends this is very busy thoroughfare with pedestrians, young children, strollers and bicycles going in both directions. The pedestrian way needs to be safer.
13	Get bicycles entirely off the roadway. Phase the traffic lights so that delays are minimised. Don't continually change from 2 lanes to 3 and then back to 2 - the whole route should be 3 lanes. Leave the speed limit at 80 for the whole route.
15	extra lane each way eventually - to match Commonwealth Ave.

No.	Key points raised in the submission
	The bike lanes from Russell on the eastern side peters out for no reason. It should be connected to the unused path on that side. In any case that path should be connected for use - its present neglect and disuse is regrettable.
	I'd love to see a cycle lane on Kings Avenue, in both directions. Please no more public art.
	Separate bike track from pedestrians. Put steps at south/west end to formalise the informal use by pedestrians, make similar to Commonwealth Ave bridge. Make crossing for bikes on feeder road to Kings Ave (from NGA/John Gorton area) more obvious/speed hump as cars stop across line markings, or go at considerable speed at that point.
	I agree with the suggestion to prioritise walking and cycling, with separated tracks for both.
	It ought to be possible to cycle safely from Adelaide Avenue to Russell and back. Currently the path is lacking. The footpath doesn't work as the push buttons are mounted on traffic light poles which are slightly elevated with no ramp.
	Ideally a bike lane separated from pedestrians and cars. I'm guessing this isn't likely to happen in a hurry due to space/cost, in which case an effective shared path is adequate - I don't use Kings Ave much but when I do the bridge is pretty congested between bikes and pedestrians.
	Any public art work must be consistent and in keeping with the formal public image of the National Capital (ie not a pile of twisted steel or coloured tyres)
	The footpath surfaces on both sides need improvement. The access to the footpaths needs improvement on the eastern sides at both ends of the bridge. The area adjacent to NE of the bridge (ie towards the hospice) is a mess & needs immediate & ongoing attention to the same standard as the other 3 "corners". Re bike lanes - not sure that an on road path will fit. Perhaps improved access paths would be sufficient.
	It's actually a bit narrow to provide a segregated cycle lane...unless you extend the west side footpath further, like what was done on Scrivener Dam. Speed could then be kept to 70. I've used KA a fair bit of late in both directions now that the circle is gone, and don't find it too congested.
	Introduce median tree planting where missing
	More trees fast growing and in the median
	Definitely need wider and separate pedestrian and bike paths to encourage walking and cycling - for locals and tourists. more and bigger trees on the northern side.
	Appropriate speed limit is contingent on other uses/users Pedestrian boulevards Remove/develop surface parking lots Need to encourage pedestrian traffic in the area - could include limited retail, housing, destinations, hospitality
	The "shared spaces" for pedestrians and cyclists needs to be resolved. Because of activity around the lakeshores generally there must be greater space available for shared use as well as other measures which include that cyclists should dismount when using shared spaces on both Kings and Commonwealth Avenue bridges.
	Priority for walkers on any shared walking/cycling pathways
	Cycle lanes on streets crossing Kings Avenue
	Please don't use chip-seal road surface on these avenues. It is too rough and noisy.

Question 2

Please tell us other issues that should be considered in the future design of Kings Avenue.

No.	Key points raised in the submission
1	Kings and Commonwealth Avenues should almost be a matching pair, each reflecting the elegance of the other. They should appear elegant and lovely during the day and have lighting reflecting off the water at night.
2	Be bold, strong, fill the space and introduce a light rail service that winds around the Parl Triangle linking civic with defense with parl house!
3	none
4	No more buildings like the appalling Asio eyesore. Leave it an open vista wo that everyone can enjoy the views rather than building in everything
5	No comment
6	Public art is a good way to improve the loacl appeal of a road for pedestriens but major public monuments, such as the new monument for the bombaders in London are better.
7	I live in Blackall St, Barton, it always amuses me how convoluted it is to get from Bowen drive near the NGA to my street, i.e. simply crossing Kings Ave. See above comments, about improving getting from the various Barton offices down to the lake - without having to trespass through the Landmark property!
8	
9	From a Tourism perspective, Kings Ave is often the first glipse people get of Canberra and the parliamentary triangle. It is therefore important that this bridge/road looks as important/significant as it is.
10	The roundabout at the art gallery where cyclists and pedestrians cross and cars merge to kings av is chaotic.
11	Separating pedestrians from cyclists Accommodation of light rail system
13	Nil
15	Maintain the 'treed' look and introduce this same aspect north of the lake; look after the trees and other plantings on the sides and median on this route.
	Maybe it needs 4 posts - to match the other bridge.
	Current speed limits of 60 km/h south of the bridge, and 70km/h on the bridge and north are good. A cycling lane is required in both directions to make commuting to work in Russell by bike a practical transport option.
	Connect lake edge walkway on Southern side directly with bridge by adding steps/ramp so there is no need to cross road.
	Please connect Kings Avenue to the cycle path on State and Capital Circles.
	Open space on either side of the Avenue needs to be retained (views etc)so that it doesn't become crowded like sections of Northbourne are becoming.
	safety should come ahead of convenience
	Its the first entryway to the City for VIPs and many others. i think the vistas as you approach from

No.	Key points raised in the submission
	Russell are inspirational and need to be very visible, not just for a few seconds...
	Remove visible carparks at Russell end
	A clear planting plan
	Probably will require widening of the bridge
	Provision for light rail connections Displacing prominence of car traffic and use as throughway/expressway - includes paid parking measures
	rest stops - access to refreshments
	Light rail considerations
	Better synchronisation of the traffic lights.

Question 3

Please provide any suggestions to improve Commonwealth Avenue.

No.	Key points raised in the submission
1	See previous answer for Kings Avenue. They should be almost a matching pair, both elegant and grand.
2	Commonwealth Avenue benefits from feeding onto Parl House, which Kings Avenue lacks. The vista driving south from City Hill over the lake is one of the best in Canberra, partly due to the formal nature of it and the view across the buildings. But the pine trees are dreadful, extra gloomy in Winter, and the dead looking verges by Treasury are dowdy.
4	widen bike lanes - Acton buses currently overlap into the existing bike lanes, that is, their left side wheels are often seen driving in the bike land. This is not safe
6	More trees and keep things away from the road side-keep an open vista.
7	Not a great look having all those car parks along Commonwealth Avenue. Could have some well designed buildings that help create more of a great boulevard.
9	For a bus lane, the road and bridge will need to be widened to allow for the increase in traffic.
10	The bridge is terrible for cyclists! On the East side the path is too narrow and pedestrians don't know how to keep to the left hand side of the path. Maybe the Immigration bridge should have duplicated Commonwealth Ave Bridge on the East side and been for pedestrians. Then the current bridge lane could have been dedicated to cyclists, keeping the two parties separate. Consider line marking one lane for public transport and cyclists (especially outside peak hours). The Western side is too uneven and the concrete tiles are starting to regularly crack and disintegrate creating a safety hazard.
15	Getter use of public art/statues/memorials should be included in future works. Emphasis needs to be placed on making this the grand boulevard of Australia and Canberra. Pedestrian/cycle/pubic transport links from the city to Parliament house and Parkes need to be improved - this is especially important from a tourist perspective.
	Again there is an unevenness tot he pedestrian and bkie path on the yarralumla side of Cth Av. it should be harmonised and 'desire lines' ie paths created by pedestrian/bike traffic formalised to reduce erosion
	Pedestrian underpass to be provided instead of temporary lights for Floriade
	Get rid of the bus lane at Albert Hall, Commonwealth Avenue should be 3 lanes for cars for its whole length. Get bicycles off the roadway. Plant some more trees and other plants on the north side of the lake. Increase the speed limit to 80 along the whole length.
	Public artwork could be 4 statues - prominent people from Canberra's past, including Walter and Marion - atop the 4 existing posts at each end of the bridge.
	Pedestrians and cyclists should be kept separate. There should be a designated bike lane, but it should be separated from the road.

No.	Key points raised in the submission
	The shared path on the western side of Commonwealth Avenue needs to be brought up to the same standard as as the eastern side. I believe this improvement project is underway.
	A bike lane from south around Parliament House is necessary. The suggested detour (around back of Chinese Embassy) is too long and no safer.
	The footpaths on Commonwealth Avenue Bridge, shared by cyclists and pedestrians, are dangerous for both sets of users. They are simply too narrow for the job they have to do.
	I strongly agree with the suggestion to provide separated tracks for pedestrians and cyclists along the length of the Avenue.
	If all bikes really must leave the road to cross the bridge, the path on the bridge needs to be smoother.
	The bridge is a major thoroughfare for bikes and pedestrians as well as cars - needs to be managed better, and that doesn't just mean slapping a blanket low speed limit on it for bikes.
	Unlike Kings Ave, access for pedestrians & bikes is much better.
	need to do something about the intersections with Parkes Way. Traffic queues across the bike lanes at peak times - increased police presence and/or bike lane cameras would be useful
	About the Bridge: There is space between the spans for a new cycleway. Getting onto and off would require some imaginative engineering but hey, the light rail extension (not yet mooted publicly) might help here. In fact, if you filled in the gap between the spans, you could have cycle way and light rail and probably more! This centre span has been done in other cities with a major bridge (Dundee) . The present use of the paths is so busy for so long and its getting too dangerous for all users.
	introduce median tree planting where missing
	Continue the Ilok and feel to the north side and progressively rplace the trees
	wider bridge/wider road or someway to support pedestrians/cyclists
	Appropriate speed limit is contingent on other uses/users. Pedestrian boulevards Remove/develop surface parking lots Need to encourage pedestrian traffic in the area - could include limited retail, housing, destinations, hospitality
	The "shared spaces" for pedestrians and cyclists needs to be resolved. Because of activity around the lakeshores generally there must be greater space available for shared use as well as other measures which include that cyclists should dismount when using shred spaces on both Kings and Commonwealth Avenue bridges.
	Priority for walkers on any shared walking/cycling pathways
	Make a dedicated cycle lane across Commonwealth Avenue Bridge
	Please don't use chip-seal road surface on these avenues. It is too rough and noisy.

Question 4

Please tell us other issues that should be considered in the future design of Commonwealth Avenue.

No.	Key points raised in the submission
1	At present Commonwealth Avenue bridge is something you drive across with really noticing. It is just something holding up the road without any features.
2	Put in a light rail down Commonwealth Ave. Keep the Albert Hall/croquet club/hotel/West Block in tact but maybe introduce interesting paving, sculprures, something to make the space around the road better. Widen the road! :) Kidding.
4	none
6	No bike lanes or more shared paths. Cyclists do not share and make it hazardous for walkers. Absolutely no public artwork-the lake and national buildings are the artwork.
7	As above, there is scope to make it a more active area with integrated land use and transport planning.
9	The intersection of Commonwealth Avenue, London Circuit and Northbourne Ave (northbound) needs a red-light/speed camera. There are to many drivers running the red lights and nearly hitting pedestrients crossing the road. Action is needed before someone is seriously injured or killed.
10	Separating cyclists and pedestrians as pedestrians have little spacial awareness and seem incapable of keeping to the left side of the path. If the West side is covered in tiles as it is to accommodate access to a utility duct I'm presuming is running under there, a better way of surfacing that needs to be considered. Finally,when the Parkes way to Commonwealth Ave Southbound road was changed a year ago, the design of the cycling lanes was very poorly done resulting in less than 12 months later the who thing being reworked. It would be good if any future work engages the cycling community so that such wasteful rework can be avoided.
	More significant/nationally-focussed buildings (Australia Forum) should be built along Cwlth Ave. Art / fountains / statues / memorials etc. Visually, the road needs to look as significant as it is.
	The tunnel under Cth Av could be a fabulous public artwork space. Bus lanes should be T2 lanes to encourage carpooling
	accommodation of light rail system
	Do not ever get rid of the mini 'cloverleaf' intersections with Parkes Way on the north side - these function v. efficiently and must be maintained for the future - do not ever sell the land where these intersections are located, this would be completely disruptive to traffic management in this area - we do not need more buidlings with no parking in the north side of the lake.
	Remove the traffic lights near Commonwealth Park, replace with a pedestrian tunnel, not unlike the one near the Albert Hall.
	Can not think of any.

No.	Key points raised in the submission
	The commuter cycle lane south over the bridge should continue on the road rather than being fed into the shared path.
	On north side, the bike lane on road going north that crosses feeder roads is dangerous. Can a bike lane down middle of road be designed?
	Please consider facilitating the use of Commonwealth Avenue, and especially the bridge, for fun runs, mass-walks-around-the-lake, and demonstrations.
	Melbourne Lord Mayor Robert Doyle gave up a lane of traffic outside Flinders Street Station to bicycle users and this allowed the footpath to revert to pedestrian use. I think there would be value in returning the eastern-most lane to the people.
	Open space on either side of the Avenue needs to be retained (views etc)so that it doesn't become crowded like sections of Northbourne are becoming.
	need to do something about the intersections with Parkes Way. Traffic queues across the bike lanes at peak times - increased police presence and/or bike lane cameras would be useful
	Like my KA comments, the Vistas from this bridge are unique in the world...lets leave them visible for more than the time it takes to cross the bridge.
	Integrate with 'City to the Lake' project
	3d modelling of built form and trees 10-20-30 years
	make it more pleasant for cyclists and pedestrians - separated from car traffic, while ensuring cars can still get through reasonably quickly
	Provision for light rail connections City to Lake project, including land bridge over Parkes Way Displacing prominence of car traffic and use as throughway/expressway - includes paid parking measures (dovetails with City Plan and City to Lake Project proposals for Parkes Way and City Hill)
	Access to Parkes Way needs to be improved, from both directions.
	rest stops - access to refreshments
	More/better signage for cyclists and pedestrians wanting to get to Parliament House (perhaps a walking trail from Civic??)
	Consider that the proposed Capital Metro light rail on Northbourne Avenue will also extend South of Vernon Circle onto Commonwealth Avenue, across Commonwealth Avenue Bridge (using the airspace between the traffic lanes) and continue to Capital Hill and the Parliamentary Triangle. My suggestion is consistent with the functions of the NCA in strategic planning, promotion, development and enhancement of Canberra as the National Capital.