

"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

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### SA's 20-Year State Infrastructure Strategy

Bike Adelaide wishes to submit the following feedback on the 20-Year State Infrastructure Strategy.

We note the distinct lack of focus on active transport as the basis for solutions over the next 20 years, indicating that car-oriented infrastructure will likely continue to dominate transport investment, despite transport being the single largest source of carbon emissions. We also note that public transport has not been given appropriate consideration in its capacity to mitigate and offset many of the transition and decarbonisation challenges stipulated in the Discussion Paper, especially given transport emissions are expected to continue rising over the next decade.

South Australia has much lower rates of walking, cycling and using public transport to work and school, and has no major rail projects underway. South Australia also has among the lowest per capita and total spending on active transport compared to other Australian states, which is demonstrated by the lower-than-average rates of cycling. Bike Adelaide is especially concerned that the Discussion Paper has taken an unambitious approach to our State's future, possibly in recognition of the huge opportunity cost of building the Torrens to Darlington motorway. We have stated elsewhere that project will have generational outcomes that will compromise South Australia's ability to meaningfully invest and develop suitable public transport network improvements. Our assessments appear to have grounding having read the Discussion Paper.

Given the low cost but high impact of active transport infrastructure in achieving the Discussion Paper's stated aims of decarbonising and building resilient infrastructure, we urge a greater focus on active transport to address the State's ongoing problems with congestion, car-dependency and rising transport emissions.

We provide here responses specifically to questions:

Section 5.1 Freight and supply networks	2	What infrastructure constraints are preventing a more efficient, accessible, and productive freight sector?
Section 6.3 Public transport	9	How can we improve public transport services across Adelaide and outer metropolitan areas to encourage greater patronage?
Section 7.2 Regional and remote areas	13	How can we think differently about infrastructure investment to support equitable access and a more inclusive society?
Section 8.3 Transitioning transport	17	What are the most significant challenges for decarbonising transport and how do we address them?

## **2. What infrastructure constraints are preventing a more efficient, accessible, and productive freight sector?**

- Lack of support and subsidies to encourage or facilitate transitions to small electric vehicles and large electric cargo delivery bicycles.
- Need for subsidies and potentially investment in domestic production capacity of electric delivery vehicles and large cargo bikes to reduce congestion and number of large trucks performing small urban deliveries. EcoCaddy has demonstrated that large cargo bikes and trailers are an efficient and cost-effective way to move large amounts of material in denser urban areas.
- Need to facilitate access to urban delivery hubs to allow distribution by large e-cargo bikes.
- Lack of supportive on-road infrastructure that facilitates e-cargo bike use, privately and commercially. Major corridors need cycling connections to allow delivery bikes to bypass traffic, facilitate commercial adoption of cargo bikes and accelerate private adoption of cargo bikes.

## **9. How can we improve public transport services across Adelaide and outer metropolitan areas to encourage greater patronage?**

- Increase off-peak frequencies for buses, especially during increased activity periods eg late night shopping.
- Standardise weekend fares to off-peak rates.
- Simplify suburban routes
- Prioritise local walking and cycling access to suburban railway stations with direct paths, wayfinding and priority crossings in station precincts and common walking routes to stations.
- Adjust bus/train timetables to facilitate quick transfers on key routes,
- Investigate reserving/recommissioning rail corridors to develop future rail services eg Pooraka, Rosewater and Reynella lines, investigate underground city rail loop for through services,
- Daily regular commuter services from Murray Bridge and Mount Barker, Victor Harbor to Adelaide.
- Establish state intercity and regional bus/coach service integrated with Adelaide Metro network and services ie payment/ticketing, connecting to suburban hubs/service interchanges
- Improve cycling storage amenities at railway stations and tram stops to encourage intermodal journeys.
- Commit to incremental extensions of the tram network to ease inner-urban congestion and provide attractive alternative to buses.

## **13. How can we think differently about infrastructure investment to support equitable access and a more inclusive society?**

- Additional funding into the State Bicycle Fund (SBF), alongside developing a variety of funding models to suit the different needs and capabilities of local governments to raise funding and deliver projects. SBF currently only provides funding on 50/50 basis, which for some councils, still puts important projects out of scope, or is a funding level too low to be desirable.
- E-bike subsidies to households and to commercial operators where large e-electric cargo bikes could feasibly replace delivery trucks.
- State funding for adult cyclist training and support for businesses wanting to transition work to bicycles or e-cargo bikes.
- Assisting regional and remote councils to develop local cycling networks and installation of important baseline infrastructure and facilities eg bike racks, repair stations.
- Ensuring a percentage of a road project's funding is dedicated to delivering pedestrian and cyclist facilities. Where facilities cannot be accommodated in the project, or decrease the amenity, or deliver status quo outcomes (ie a road widening project delivers multiple motor lanes and slips lanes but bike lanes are either removed or reinstated in a less safe environment), funding should be allocated to provide an improved route nearby (eg improvement to local road corridor as alternative cycling corridor).

## **17. What are the most significant challenges for decarbonising transport and how do we address them?**

- Introduce e-bike subsidies for members of the public to access, taking into account:
  - pensioners and older people with reduced means but need for independent mobility
  - people ineligible for a drivers license
  - people living in areas with poor access to public transport and high car dependency

- people wanting to swap a car for an e-cargo bike, especially for families considering larger e-cargo bikes
- Improve frequency of public transport services to improve convenience, providing a more desirable alternative to private car use.
- Lack of a State Cycling Strategy to guide State and local government investment in cycling infrastructure and network development. The Strategy needs to be completed, with targets set for cycling modeshare and transport funding pegged to those targets.
- Lack of State Government funding options available to local government to develop and implement different scales of active transport infrastructure; more flexible funding arrangements are needed to ensure more local governments can access the kinds of support and funding they need to develop high quality local networks.
- Lack of coordination between State and local government to support children getting to school. The Way2Go program is popular but voluntary, and cannot service all schools in SA. Many parents also do not feel comfortable letting their children walk or cycle to school because of the nature of our urban roads, despite a nominal 75% of students wanting to make their own way to school. A significant amount of traffic can be removed by better funding and supporting:
  - the Way2Go program to be delivered at more schools, more consistently;
  - schools and councils to develop local school area transport plans such as in NSW, to promote active transport and reduce children's car dependency and danger from cars.

Our responses are not intended to be exhaustive. But given the lack of content in the Discussion Paper that focuses on active transport, we hope that our comments are taken in good faith with a view to better incorporating sustainable transport as a bigger part of the solution, not an aside.

Regards,

David Elliott, Chair

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