

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

Integrated Transport Strategy Project Team
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1 December 2024

City of Adelaide Integrated Transport Strategy

The committee of Bike Adelaide wishes to submit the following feedback in relation to the development of the City of Adelaide *Integrated Transport Strategy* (ITS), on behalf of our 2200 members.

We wish to acknowledge the excellent intent and content of the *SmartMove Strategy 2012-2022* which had an ambitious suite of objectives to improve walking, cycling, active transport broadly, and road safety overall for the city. However, a desktop analysis of the Strategy indicates that over twelve years of the ten-year strategy, very little progress was made in achieving the Strategy's objectives for active transport, especially cycling. For example:

- The removal of slip lanes created improved safety outcomes for active transport users at major intersections, with approximately 5 slip lanes removed through 2018-19 but progress to remove any additional slip lanes stalled until 2024 with the Frome Rd upgrades.
- Until 2024, no separated on-road bicycle facilities have been introduced or expanded, despite overall increases in cycling journeys, and a four-year trial of e-scooter hire schemes.
- Road renewals were to include upgrades to on-road cycle lanes, including narrowing motor lanes and buffering bike lanes. There is no indication available to the public that any road renewals have incorporated this approach from 2012 to 2024.

As additional context for Bike Adelaide's feedback to the ITS, we wish to highlight the following since the implementation of *SmartMove*:

- The removal of on-road bike lanes on North Tce from King William Rd to East Tce as part of the North Tce Tram Extension
- 16% increase hours lost to motor vehicle congestion in Adelaide 2019-2023 (according to *Benchmarking Adelaide* report, Committee for Adelaide)
- Removal of 1100 early morning and late night bus services across Adelaide metropolitan area under Marshall Liberal Government
- Fare increases to AdelaideMetro ticketed services in 2018 and 2019, but fare-free travel for Seniors card holders in 2022.
- No implementation of recommendations of the 2023 Report of the Select Committee on Public and Active Transport
- 2023 Super Tuesday cycling survey results indicated ~20% increase in cycling journeys across Adelaide metropolitan area compared to 2022.
- Public transport patronage in 2024 remains below pre-COVID levels.
- Delivery of AdelaideMetro "bike carriages" on Outer Harbor and Belair line services since 2022.
- Legalisation of personal mobility devices (PMDs) on public roads and paths effective early 2025.
- On-street parking numbers have marginally decreased as a result of updated guidelines and requirements during road renewals.

Bike Adelaide seeks the inclusion of the following actions, projects and principle in the ITS:

- Lower urban speed limits on city streets.
- Develop and implement requirements for bicycle parking at major events, including considerations of bicycle parking areas to be within the event footprint, and potential waiver of Park Lands booking fees of event space used for bicycle parking.
- Committing to 30% journeys to school by active transport by 2030 and working with local schools to achieve greater active transport participation.
- Develop safe routes to school, connecting Park Lands trail routes and paths to city schools with safe, direct access.
- Outline action plan in ITS how Council intends to achieve the *Strategic Plan* goal to triple cycling journeys in the City.
- Ensure road renewals include improved bike lanes by adding painted buffers, installing flexiposts or road blisters where possible, switching to kerbside bike lanes with painted buffers and flexiposts, introducing bike boxes where there are none, and ensuring bike lanes continue into and across intersections where they currently do not.
- Develop and implement a program of bikeway trials, allowing an iterative design process and ongoing community input to design and function.
- Develop and implement improved guidelines for major events and construction projects to provide safe walking and cycling routes.
- Consolidation and completion of north-south bicycle routes using contraflow facilities on Gawler Pl, Wyatt St, Hyde St, Norman St, Rosina St into Gilles Ln to Eliza St and Bowen St.
- Delivery of an east-west bicycle route.
- Establish Park Lands Boundary Trail - completing separated paths adjacent to city ring route roads, working with neighbouring councils to deliver paths.
- Upgrade remaining road crossings of the Park Lands Trail to allow improved active transport access to the city.
- Consider locations and a system for Council-operated parcel locker system to allow increasing residential population space to receive secure deliveries without risk of theft or return-to-depot due to no stopping space for deliveries.
- Develop an approach to encourage more city residents to consider car-free living and using alternatives to cars in the city.
- Consider strategies and actions to work with commercial delivery services to encourage adoption of small electric delivery vehicles and, noting increases in use of online delivery systems, and need for city residents to have large items (eg furniture, whitegoods) delivered from stores or services not located in the city.
- Advocate for the extension of the city tram network by ensuring the King William Rd Bridge can support modern trams, and includes space for separated bikeways that allow safe river crossings and connections to the Torrens Linear Trail.
- Consider implementing a bidirectional separated bikeway over the Morphett St Bridge, connecting the proposed bikeway in the Light Square Masterplan to the Torrens Linear Trail.
- Long-term view needed to handle disruptions to access eg increased access pressures during T2D project for the next decade, access issues on Port Rd during nWCH project
- Improve western city access and getting across the railyard, such as a shared use bridge at Sir Donald Bradman Dr, noting a strategic need to connect Park Lands Trail and Westside Bikeway .

Thank you for the opportunity to provide feedback on this important strategy. We trust our feedback will be given due consideration.

Regards,

Committee of Bike Adelaide
