

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

Russell Troup

Director, Transport Strategy and Network Planning
Transport Strategy and Planning Division

Response to *Draft State Transport Strategy*

Dear Russell,

Central to Bike Adelaide's priorities for the *Draft State Transport Strategy* is active investment and development of multi-modal networks, allowing smoother and quicker journeys between multiple forms of public transport, or active transport and public transport. To date, much of South Australia's 'transport integration' has been demonstrated by transit-adjacent development (new developments with public transport at the periphery eg Bowden, Mawson Lakes) and new or enlarged "park-n'rides" eg Crafers, Modbury Interchange. Neither have meaningfully affected broader participation in active or public transport, where rates of public transport use in such areas are much the same as areas without those facilities.

There is also longstanding under-funding of Adelaide's intra-urban bicycle network, BikeDirect, with a significant amount of responsibility for its development and consolidation consigned to local governments. This has resulted in a seriously fragmented overall network with rare instances of high quality infrastructure, and typified by lack of safe and direct crossings at State-controlled main roads. This makes for unpredictable and inconsistent cycling journeys compared to driving, and limits opportunities for more people of all ages to consider local journeys by cycling. Some welcome funding has been provided to install passive and active crossings aligned with BikeDirect routes at about a dozen sites in metropolitan Adelaide on main roads in 2024. Concurrently, DIT has progressed many major road project where sub-standard cycling infrastructure was either reinstated in the same manner (Cross/Fullarton Rd), was removed (North Tce) or not installed at all (Fullarton/Glen Osmond).

Bike Adelaide holds some optimism that the Active Transport Strategy flagged to fall under the State Transport Strategy will provide a clearer and more comprehensive framework of responsibilities, actions and timelines that the former *Draft State Cycling Strategy 2022*. There is a strong and ongoing need for State support to local governments to develop active transport strategies, and also to provide real funding support for priority projects in those strategies if there is to be a continued reliance on council delivery of active transport infrastructure. The State needs to also take greater responsibility under this Strategy for active transport on main roads in keeping with the newly developed *Active Transport Design Guide*, placing equal emphasis on walking and cycling as transport, not merely as incidental activities near roads.

Please see Bike Adelaide's detailed comments below, aligned to the Draft Strategic Responses, which are by no means exhaustive. Please note many pertinent comments have been previously made by Bike Adelaide in response to the *20-Year State Infrastructure Strategy* (November 2023).

Draft Strategic responses	Bike Adelaide comments
<p>Connectivity and accessibility</p> <p>Enabling an integrated multimodal network: Creating a transport system where various modes of transport are seamlessly connected, providing efficient and accessible transport options for all.</p> <p>Enhancing regional connectivity: Enhancing regional connectivity by improving the quality of services and providing greater choice in how people travel.</p> <p>Delivering a connected and efficient freight network: Developing a fit-for-purpose freight and supply chain network that provides efficient connectivity to serve an evolving transport task in South Australia.</p>	<ul style="list-style-type: none"> • 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, noting development of local tunnelling engineering expertise throughout T2D Project. • Daily regular commuter services from Murray Bridge and Mount Barker, Victor Harbor to Adelaide, including by rail. • 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. • Free bicycle carriage on trains outward journeys (CBD to suburbs) against peak direction. • Improved bicycle racks on trains eg upright racks for lightweight bikes • Facilitate bicycle carriage on buses (racks) • Commit to incremental extensions of the tram network to ease inner-urban congestion. • Work with City of Adelaide to ensure future King William Rd Bridge can support modern trams for services into North Adelaide. • Facilitate last mile delivery using electric vehicles including e-cargo bikes, including investigating urban freight breakdown facilities for transfer to small electric vehicles. • E-bike subsidies to households and to commercial operators where large e-electric cargo bikes could feasibly replace delivery trucks.
<p>Safety</p> <p>Providing a safe transport system, working towards zero lives lost: Enabling a safe transport system that focuses on the safe movement of people, reduces risk to users, and minimises harm from accidents.</p> <p>Ensuring people are safe and confident when travelling: Prioritising personal safety and security to foster an environment where all transport users feel safe, equally protected, and assured</p>	<ul style="list-style-type: none"> • Consider legislating presumptive liability that places the responsibility on car drivers to avoid collisions with people using active transport (ie pedestrians and cyclists) as in the Netherlands, Germany, Denmark. Note that more than 80% of collisions between cars and cyclists in SA are caused by motorists. • Use 'crash' or 'collision' instead of 'accident'. Driving while distracted, impaired by drugs or alcohol, or at excessive speed for example are the most common and known risks to road users. A resultant crash is not an 'accident'. 'Crash' and 'collision' more accurately reflect the dangers posed by widespread car use to other road users while demonstrating there is responsibility for safety incumbent upon motorists. • Work with local governments to facilitate transition to 40kph Default Urban Speed Limit.

	<ul style="list-style-type: none"> • Consider limiting the size and weight of SUVs and utes able to be driven on restricted and open licences, noting the increase in instances of serious injuries to pedestrians and cyclists resulting from larger and heavier vehicles. • Expand the Way2Go program by increasing program funding, exploring new delivery partners and models, and consider cycle instructor training for parents to allow engagement in their local schools. • Require, and work with 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. • Develop and roll out a Safer Active Streets program such as in WA, allowing State and local government to partner on active street upgrades. • On road bicycle lanes and clearways should be 24/7, not just two hours per day in peak direction.
<p>Improving links to economic opportunity; Improving links to places of employment and economic opportunities including emerging industries such as technology, defence, and renewable energy. Integrating transport with land use planning and growth trends: Planning and developing transport infrastructure in line with urban growth planning to ensure a fit for purpose transport network.</p>	<ul style="list-style-type: none"> • New developments should have essential services (retail, health, leisure etc) and work opportunities within a 3-km radius of all housing. Satellite ‘dormitory’ towns/suburbs with few services, work opportunities and limited non-car transport should be avoided. • Active transport and public transport should be a preferred option for short journeys (<3 km) through connected, cohesive and direct cycling infrastructure, and frequent public transport. • Connect Greenways with consistent, safe, and direct links eg east-west greenway/separated routes between Outer Harbor and Gawler Greenways.
<p>Liveability Enabling local living and placemaking: Creating local environments that enhance community wellbeing and quality of life, through improved shared amenities and investment in healthy transport choices.</p> <p>Supporting inclusive travel for all: Delivering a transport system that is user-centric through easy-to-use and inclusive transport options aligned to diverse user needs.</p>	<ul style="list-style-type: none"> • As above. • Coordinate with the health sector on encouraging active transport to reduce inactive lifestyles and the personal and financial burden of chronic disease. • Introduce e-bike subsidies for members of the public to access, taking into account: the growing proportion of pensioners and older people with reduced means but need for independent mobility; people ineligible for a driver’s 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 in multi-car households. • Note that 1 in 3 City of Adelaide households do not own cars, where and ~70% city visitors arrive by public or active transport, the Strategy must deal with the inability of areas subject to densification to absorb greater car traffic, and efforts must be made to mode shift as part of urban densification.
<p>Sustainability and resilience Transitioning the transport system towards net zero: Delivering a holistic approach to decarbonisation and environmental sustainability to meet South Australia’s</p>	<ul style="list-style-type: none"> • The Strategy must acknowledge that increasing roads and widening road junctions incentivises car use leading to more congestion within a short time frame (The Jevons Paradox), while making active transport less safe and appealing.

emission reduction targets and net zero pathway.

Providing a resilient network that is adaptable to change: Delivering a resilient transport system that adapts to disruptions now and in the future.

Prioritising asset optimisation and value for money: Making 'value for money' a primary focus, including how we build, manage and maintain the State's assets.

- Acknowledge that electric cars will not reduce congestion and will pose new challenges of greater weight causing increased wear on roads.
- Consider low emissions zones in urban areas (eg CBD) to disincentivise internal combustion engine use.
- Provide more flexible funding in the State Bicycle Fund (SBF) to allow varying levels of funding support depending on project priority, council's available resources, and alignment with council and state active transport strategies.

We trust you will consider our comments in good faith and we look forward to further contributing to the development of the *Strategy*.

Regards,

Dr Dave Cox
On behalf of the Committee of Bike Adelaide
