

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

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City of Prospect

Initial comments on City of Prospect's Integrated Transport Plan

Dear Carol,

Bike Adelaide is the leading voice engaging with local governments on cycling for transport issues across Greater Adelaide on an ongoing basis.

We thank City of Prospect for giving Bike Adelaide the opportunity to comment on a proposed Integrated Transport Plan (ITP) and applaud City of Prospect for their intentions to develop an ITP. Comments below follow on from the initial meeting attended by Brian Peat, as a Bike Adelaide representative/stakeholder and more general comments from Bike Adelaide.

Going forward, timelines, key performance indicators and a long-term budget (>5 years) are needed.

We note that the background documents use the term 'vehicles' imprecisely. The suggestion is that 'vehicles' are cars and that all other vehicles (defined by the Australian Road Rules) are something else. This may be an error, or it may reflect 'car culture' language that, ironically, an ITP should be trying to break. We note that personal mobility devices (PMD e.g., electric scooters) are not mentioned at all but are likely to increase.

There are references in the background document to ITP within Prospect but little is said about how Prospect connects to greater Adelaide. Connections to the parklands and City ; adjacent LGAs / suburbs, especially Walkerville and Bowden, need addressing. Curiously the background briefings references cycle routes (Gawler Greenway, Torrens Road) that are not in Prospect but the ITP needs to make efforts to connect to these. Active transport infrastructure connecting to Bowden (Gawler Greenway; Linear park) could be a first big win.

The dire state of the footpaths has been identified as an issue. As far as cycling goes, there are 3 designated north-south "cycleways" but all are inadequate. Some simple solutions would be to put stop and giveaway signs on east-west roads that cross the cycleway. This would have the added benefit of reducing traffic on these roads. Braund Terrace is a narrow but straight road that could be improved as a cycleway. We support the suggestion to make it one-way and turn the other lane into a 2-way cyclelane. The connection between Prospect Rd and the Parklands needs improvement. Major road crossings of Robe Terrace at the end of Braund St and Nottage Terrace at the end of D'Erlanger Ave need to be pedestrian activated crossings, with a further PAC where Robe Terrace and Hawker St meet. These connections are made with the Parkland trails.

In the north, D'Erlanger Ave needs to connect to Montrose Ave, cross Grand Junction Rd and join with the bike trail through State Sports Park.

The background material refers to the train line on the western boundary of Prospect but little is said about how to integrate with this. While active transport facilities at railway stations are a State Government responsibility, City of Prospect has an important role in advocating for improvements (eg lighting, pathways, wayfinding, bicycle/PMD storage) that make walking, wheeling and cycling to these important facilities easier and more appealing, in other words, "integrated". City of Prospect ITP should place emphasis on the role of completing and connecting existing cycleways, greenways and BikeDirect Network routes to key public transport infrastructure and civic/social/economic activity areas.

There is an opportunity to facilitate active transport East-West connections that align to the BikeDirect Network to ensure greater local connectivity from residential Prospect and retail/hospitality on Prospect Rd using dedicated bicycle lanes and/or PMD usage to rail.

The issue of lack of East-West routes would need to address crossing main arterial roads, especially Main North Road, by signalised crossings.

More generally, we suggest:

- reducing speeds (30kph in vulnerable locations / secondary roads with bike lanes) will make all non-car transport safer and encourage usage
- City of Prospect's concerns on car parking should note that 10 bicycles can be parked in one car parking space (secure bike parks at rail stations; bike parking on Prospect Road).
- City of Prospect's concerns on congestion can be addressed by replacing car usage with active transport.
- Bike lanes should be 24/7
- Clearways should be 24/7
- Bicycles are the most efficient form of transport in urban areas

We look forward to participating in future development and implementation of the City of Prospect's ITP.

Dave Cox (on behalf of Bike Adelaide)

David Elliott, Chair
