

## Port Adelaide Bicycle User Group: PA/E Bicycle Strategy Review.

**Submission to Draft Review, August 8th, 2014.**

**Reference:** Map - Proposed PA/E Bicycle Network.

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**1. Network Development:** The PortBUG supports the Review's identification of a proposed 'Bicycle Network' and the associated, more broadly focussed 'Network Plan' for the Port Adelaide/Enfield Council area.

Such a proposed Bicycle Network and Network Plan have potential to assist *both the Council and the community* to:

- establish goals, priorities and a developmental programme
- maintain a developmental focus, particularly with regard to managing resources and utilising funding opportunities
- build a bike-friendly community and cycling environment
- maintain appropriate development schedules and accountabilities
- establish appropriate expectations and relationships between the Council and its constituents.
- develop a shared understanding of the key concepts involved and the development targets and investments required.
- understand and embrace the broader social, cultural and behavioural aspects of planning for Active Mobility.
- engage strategically with both the transport planning activities of adjacent Council areas and with those of State Government.

**The BUG recommends that all of the dot points outlined here be identified as key outcomes for the new Bicycle Strategy and included therein.**

**2. Responsibility & Accountabilities:** The PortBUG believes that the new Bicycle Strategy needs to be seen as an ongoing contract with the community and *not* simply as an internal 'works plan' or budgeting guide for Council officers. It should be seen as an acknowledgement of expressed community needs, aspirations and priorities.

To this end it should be:

- developed through consultation with the community
- seen and endorsed by Council as a *working document*, to be continually updated and modified as needs change and opportunities become available
- managed by an annual process of development, consultation and reporting with the community.

The PortBUG also suggests that key goals and reporting accountability should be identified on an annual basis, including:

- network developments achieved
- funding opportunities identified and submissions made
- opportunities identified for the next stages of network development
- all infrastructure projects associated with the Network Plan and their estimated cost or budgets should be listed on the PA/E Council's website prior to commencement.

**Recommendation: The review should identify need for key annual accountabilities, responsibilities and public reporting processes for the new bicycle strategy.**

**3. Council & Councillor Engagement:** The specific works programmes required to develop the proposed Bicycle Network should be prioritised according to both their function within the network and referenced according to the Council Wards they serve. This will assist Councillors to understand the role of specific works within the Network and their potential value to both constituents within their own wards and to Council's own Active Mobility planning and broader transport strategies. This will assist Councillors to fulfil their roles as advocates for their own constituents and for broader Council planning and policy.

**Recommendation: The Bicycle Strategy Review should outline the key components of the proposed Bicycle Network on *functional basis* and ensure that associated goals and works programmes can be identified according to both the Wards and Councillors involved and their Network function and value.**

**4. Bike Plan Review & Audit:** The PortBUG understands that the current review will include a comprehensive audit of the 2008-12 PA/E Bicycle Strategy and its achievements (or otherwise). A bike plan review and audit must necessarily consider a wide range of issues, principles and opportunities and examine carefully the extent to which they may have been implemented or realised to date, and possibilities and need for further development. To this end we outline some of those we consider essential below.

**4.1. Impacts of Recent Initiatives:** We understand that the Review will look at the impacts *and the implications* of a range of other works programmes and initiatives *not* identified in the 2008-12 Strategy, most of which have been initiated by State Government. These should include the impacts of the:

- Port River Expressway
- the new Port Loop paths
- Port CBD bike lanes and Port River crossings
- new bike lanes on major arterial roads
- shared paths in new developments
- the further development of the Outer Harbour Greenway
- plans to further develop a City to Gawler Greenway
- major State Government planning initiatives, including the '30 Year Plan', the 'Integrated Land Use & Transport Strategy' and the release or the 'Streets for People' compendium.

It is important that both the Council and community appreciate that the PA/E Bicycle Strategy is part of a much larger, city-wide active mobility plan and that its development and priorities need to be integrated into this larger context. A thorough review of such new and often 'external' initiatives will assist with this.

**The PortBUG recommends that the impacts and implications of recent 'additional' works are explored thoroughly in the review with a view to identifying opportunities for ensuring that the proposed PA/E Bicycle Network is effectively 'connected' to (and takes advantage of) Adelaide's broader bicycle facilities.**

The PortBUG also recommends that the Review consider & identify:

- those initiatives required to complete and continue to develop and add value the Coastal Way (particularly with regard to tourism and economic potential)
- the key initiatives required to ensure that the proposed Bicycle Network is 'visitor and tourist friendly' and effectively integrated into a PA/E Tourism Strategy
- initiatives required to preserve conditions for bicycle use in the face of projected increases in heavy vehicles on the Port's main roads
- need to make maximum use of the full range of treatments available including use of off-road shared use pathways, BPA road crossings, traffic calming and bicycle permeability strategies in existing shopping and service precincts
- key opportunities to align the renewed Bicycle Strategy with key State Government planning and funding strategies (such as the ITLUS, the 30 Year Plan for Adelaide and the Streets for People Compendium).

**4.2. A Network Framework:** Any comprehensive bicycle strategy needs to start with a sound understanding of the key 'network nodes' or 'trip destinations' - the points in the proposed network that bicycle routes inevitably converge to. These will include schools and other educational services, rail stations and public transport exchanges, shopping and service centres, recreational and sporting facilities, tourism destinations, hospitals and health services, major work and industrial centres, amenities such as parks and the beach and - in Port Adelaide's case - the Harbour and Port River.

The key challenge for any bike network therefore lies in ensuring various forms of effective bicycle access to such nodes or destinations are effective and are given sufficient priority in the Council's Bicycle Strategy.

We note the statement from Infrastructure Australia:

***"There is enormous scope to increase the modal share of cycling, particularly for those 40% of Australians commuting less***

***than 10km to their place of work or study, or those making short local trips”.***

Infrastructure Australia - Cycling Infrastructure for Australian Cities, 2009

[http://www.infrastructureaustralia.gov.au/publications/files/Cycling\\_Infrastructure\\_Background\\_Paper\\_16Mar09\\_WEB.pdf](http://www.infrastructureaustralia.gov.au/publications/files/Cycling_Infrastructure_Background_Paper_16Mar09_WEB.pdf)

**The PortBUG recommends that as part of this audit, there be consideration of:**

- **a ‘key nodes’ or ‘trip destination’ framework around which a proposed Bicycle Network might be built**
- **use of a functional hierarchy of such destinations to ensure that local networks are effectively connected to intra-suburban and inter-suburban routes.**

**4.3. New Greenway Opportunities:** It is possible to identify within the PA/E Council area several key opportunities for *new Greenway Routes* which could be recommended to the State Government for inclusion in an *updated Greenway Plan*, perhaps as part of the imminent development of a *new State Bicycle Plan*. Such opportunities include routes:

- paralleling the Port Expressway
- connecting the PortCBD with Ottoway and surrounding areas along the *now-disused and vacant* Rosewater rail reserve (and perhaps beyond to Dry Creek and the Gawler Greenway...)
- extending along the Port River (west side)
- from the Harbour Loop Pathway, out along the Grand Trunk Way to Torrens and Garden Islands.

**Recommendation:** That the review’s audit take account of possibilities for identifying new Greenway routes and supporting the State Government’s development of an updated Greenway plan and investment strategy in its new State Bicycle Strategy.

**5. Continuity & Access:** The PortBUG recommends that the review utilise the key ‘network operational’ principles of *bicycle access and continuity* in approaching the development of all housing, shopping and service precincts within the PA/E Council area.

These principles should define Bicycle Access and Continuity in the following (or similar) terms:

- **Bicycle Access:** Bicycle Access is the measure of an environment's 'bike friendliness' - the extent to which bicycle users or *all* abilities, capacities and persuasions feel able to use their bicycles securely and confidently. An example of enhanced bicycle access might be the provision of *both* on an off-road bike lanes and bike paths and more effective bicycle parking on Semaphore Road.
- **Bicycle Continuity:** Bicycle Continuity is a network's capacity to allow the secure, efficient and convenient travel by bicycle from one key destination to another. An example of such continuity might be the connections afforded by the Outer Harbour Greenway between the new St Clair housing development and the Port CBD and those provided to the Port CBD by the newly opened Jervois and Birkenhead Bridge shared use pathways.

**Recommendation: The review and it's bike network audit should utilise principles of bicycle access and continuity to characterise and guide all of the existing and proposed bicycle routes identified within the Network.**

**6. Structural Principles & Opportunities:** It is important that the key planning concepts of 'access' and 'continuity' be underpinned by a *consistent structure* for the proposed Bicycle Network, and that this structure be clearly articulated for both public and planners.

Best practice suggests that *network form* should be based on 2 key 'structural principles':

- use of a 'grid' pattern
- use of the 'connectivity' principle.

A 'grid' pattern would simply ensure use of a pattern of both north-south and east-west bicycle routes with appropriate and consistent spacing (we understand an optimal spacing is approx. 400 metres). The notion of 'grid' should be defined more by regular opportunities for network access than by a regular geometric pattern per se.

The principle of ‘connectivity’ simply requires identification of key trip destinations such as schools, parks shopping and service precincts

**The PortBUG recommends that the *form* of the proposed Bicycle Network be guided by principles of both ‘grid-based’ form and ‘connectivity’ between and to trip destinations.**

**7. Port CBD Access:** The PortBUG recommends that *bicycle access* to the Port CBD and other key travel destinations be seen as an essential and pivotal component of the development of the PA/E Bicycle Network. With regard to the PortCBD (and by way of example) we recommend the development of secure & convenient bicycle connectivity:

- between the Port CBD and the Hike & Bike Loop, key tourism destinations, local cycling routes & the Outer Harbour Greenway
- identification and development of *local cycling access points* to and from the Port CBD
- secure & convenient connection to the CBD via the Birkenhead Bridge from the North (Nelson St & Victoria Road)
- connection from the Hike & Bike (H&B) path on the Birkenhead Bridge to St Vincent street’s *bike lanes*
- connection from the H&B path *across* St Vincent’s street to the Port CBD (shops, services etc) and thence to the Port Mall area (on the Southern side of Dale St) possibly via the currently-enclosed ServiceSA precinct
- resolution of bicycle hazards and access problems on St Vincent St to the East and West of the Nelson St junction
- address need for safe and secure access to the Port CBD from Port Road & Queenstown (possibly via Wellington Road, College St across Bower Road and thence into the rear area of the K-Mart precinct)
- address need for secure and family-friendly bicycle access into the CBD from the Old Port Road/Bower Road intersection, possibly via a new off-road bike pathway across the rail line adjacent to the Port River bridge crossing (at an existing but disused pedestrian crossing) and thence via pathways and local streets to the CBD

- address connection from the Outer Harbour Greenway into the Port CBD via Godfrey & Dale Streets
- access to the CBD from the Port River bike path/bike route (entrance from Nelson St/Victoria Road intersection)
- access to the CBD from James Perkins Drive
- access to the Greenway and CBD from Ottoway (via proposed new Ottoway/Rosewater Greenway route)
- access to the CBD from Hart St via the Jervois Bridge.

**Note:** *The PortBUG has developed a map and brief paper which further documents access possibilities for the PortCBD Precinct. We can provide this to the Review if required.*

**The PortBUG recommends detailed attention by the Review to the community's need for secure and convenient connectivity into the PortCBD and bicycle access within the CBD Precinct, as well as key opportunities to achieve these outcomes.**

**8. New Greenway Opportunities:** The PortBUG recommends that a key element of the new Bicycle Strategy be focussed on the continued development of existing and new Greenway routes within the PA/E Bicycle Network. Those we would recommend include mapping new Greenway routes:

- paralleling the Port Expressway with suggested access points at Nelson St, Hanson Road, South Road and Port Wakefield Road
- linking the Outer Harbour Greenway route to Ottoway and possibly Dry Creek via the existing Rosewater Railyard reserves and Cormack Road.

**The PortBUG recommends that the PA/E Bicycle Strategy Review consider and recommend opportunities for further research and development of new Greenway Network development opportunities for potential State Government investment.**

**9. Developing a Cycling Culture:** The PortBUG recommends that the review consider a range of strategies including:



- the mapping of a wide range of graphic and sculptural interpretive opportunities along key bicycle routes
- the creation of online and app-based resources aimed at community and tourist access to the Bicycle Network & related facilities.
- a review of those strategies previously recommended in the 2008-12 Strategy, including Council support for key community activities including:
  - ongoing liaison & consultation with the PortBUG
  - supporting community bike workshops & adult cycling education
  - support for a healthy living project
  - consideration of hosting opportunities for competitive cycling events in and around the Port (including a stage of the TDU)
  - hosting celebratory events ('bike festivals') and regular targeted rides ('playground rides')
  - development of comprehensive 'safe routes to schools' programmes
  - creation of an ongoing position of 'Active Mobility Project Officer' within the Port Adelaide/Enfield Council.
  - regular reporting in Pen to Paper and other Council publications of Network development and cycling & walking activities.

**The PortBUG recommends that the Review give careful attention to the challenge of development of a 'bike friendly' community awareness and culture within the PA/E Council & constituency.**

**10. Main Road Infrastructure Opportunities:** The PortBUG has developed a 'Main Road Agenda' which we have forwarded to Minister Mullighan. Key opportunities for improving bicycle facilities include:

- major new bicycle facilities on Hart Street
- new bike facilities on Causeway Road and Semaphore Road East
- new and continuous bike facilities on Military Road Semaphore and Largs Bay.

**The PortBUG recommends that the Review consider & support the main-road improvement strategies documented in the BUG's 'Main Road Agenda 2014'.**

- 11. Local Road Opportunities:** There are many opportunities for enhancing bike facilities on local roads, including:
- continuity enhancements such as opening up Heath St, Peterhead
  - providing clearer access to the Port River route at the Nelson St/ Victoria Road intersection.

It seems likely that comprehensive identification of local road development opportunities may be beyond the scope of this current review and development of a proposed Bicycle Network. The PortBUG suggests development of a strategy that will assist:

- the community to *nominate* local road development opportunities *on an ongoing basis*
- the Council to *progressively add* such local routes to it's Bicycle Network.

**The PortBUG recommends the Review's consideration of opportunities for assisting the ongoing identification & development of a local bicycle route network.**