

Port Adelaide Bicycle User Group (the 'PortBUG').

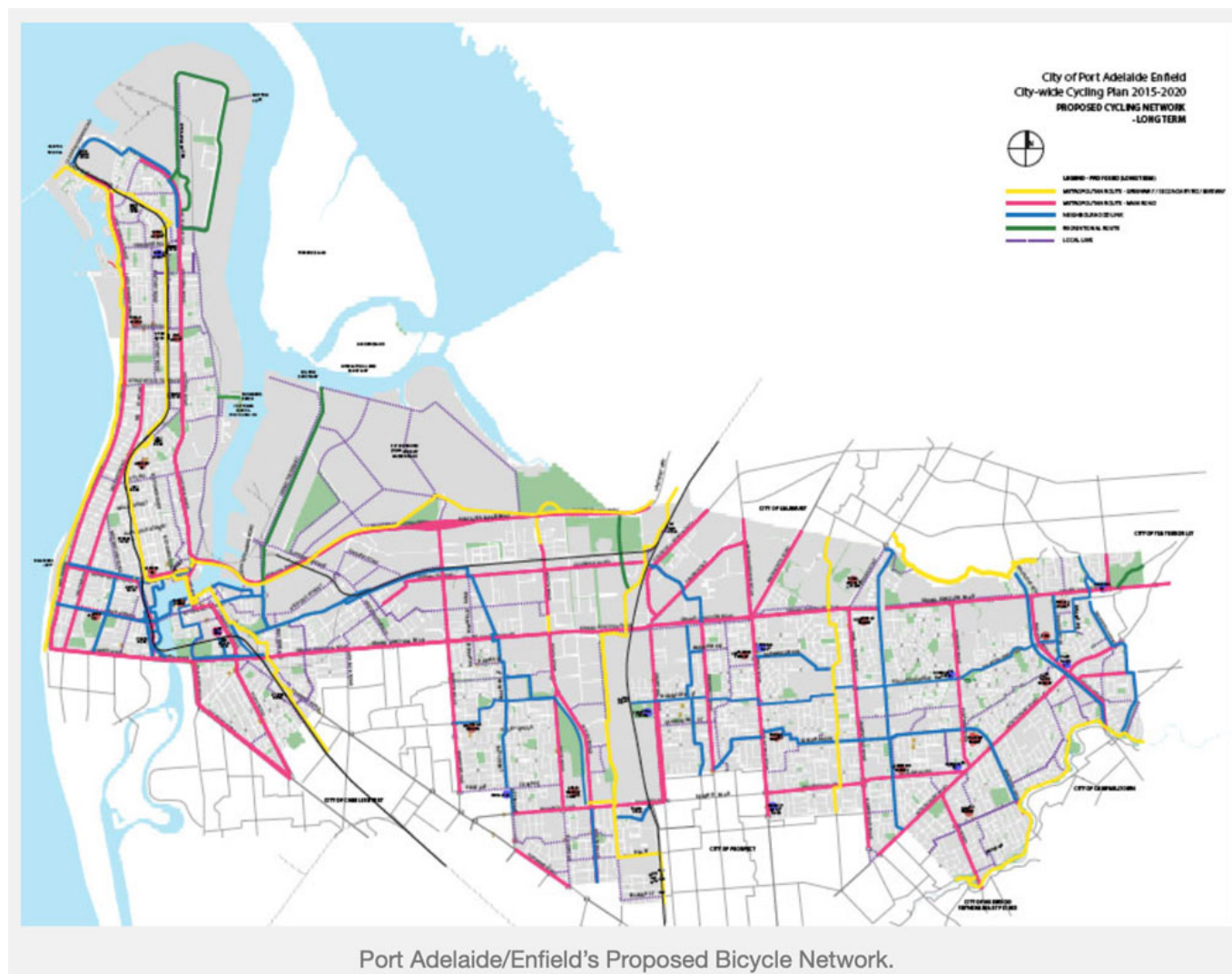


"The Port BUG"

Preliminary Recommendations - 'Walking & Cycling Plan, 2020-25: Further Development of the Port Adelaide/Enfield Active Transport Network.

1. Preface: The Port Adelaide/Enfield Council's previous 5-year Bike Plans (2010 & 2015) have guided development of a safer and more direct and comprehensive **Bicycle Network** for residents and visitors. Several of the routes in this Network have been designated as 'shared pathways', incorporating provisions for walking and associated forms of active mobility. This focus on network connectivity and community access to active transport facilities has made Port Adelaide/Enfield an 'Active Transport' leader amongst South Australia's Metropolitan Councils.

1.1. Achievements Thus Far: Our Council – perhaps more than any other in Metro Adelaide - has been remarkably successful in building (& working with DPTI to build) transformative bicycle infrastructure effectively linking residents to key destinations *within* the Council area & providing access to the broader bicycle network (see below – from PA/E Bike Plan 2015-20).



Port Adelaide/Enfield residents now benefit from access to:

- New Trunk Cycling Routes:** Secure, longer-distance routes between the Port Adelaide CBD and other major urban centres. These include several extensive on & off-road bikeways,

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notably the Outer Harbor and Gawler Greenways, the East-West Connector and the Port Expressway Bikeway. These trunk routes make it realistic for many to commute by bike to work or study, and use their bikes for daily travel.

- **New Connector & Neighborhood Routes:** Routes connecting residential suburbs to the major Trunk Routes & providing access to workplaces, local shops, schools and services. These include on & off-road routes along Hart Street & Causeway, Semaphore and Mersey Roads, the Inner Harbor Loop at Port Adelaide and new east-west oriented pathways through Northgate and Hillcrest .
- **Local Area Improvements:** A myriad of smaller but significant & essential local-level improvements, including new kerb ramps, road crossings & refuges, signage and local linkages (connecting through road closures & between adjacent streets etc).

1.2. Benefits: Many more residents are now able to safely and securely walk and cycle (or use mobility devices) to travel to shops, libraries and other services, or into the Adelaide CBD and other PA/E shopping and service centres. PortBUG is confident that the creation of this Cycling Network and the progressive improvement of provisions for Active Mobility *at all levels* will have a major impact on the current, and *most importantly, future* economic, personal and social health, welfare and resilience for all residents. It will also go a long way in assisting the Port Adelaide/Enfield Council and community to achieve sustained carbon-reduction and environmental outcomes and aspirations.

1.3. New Challenges: The development of a new 'Walking & Cycling Plan' is an opportunity to substantially increase the scope of PA/E Council's commitment to Active Mobility and provision for active mobility on a broader basis than the current Bike Network.

In past years Council's (and State Government) efforts to develop its bike network inevitably focused on 'cyclists' in the same way that our society generally defines bicycle users – as a particular social sub-set, notionally separated from the general constituency and in particular, from walking and related activities. While this approach may have been appropriate in establishing the foundations of an Active Transport network, the reality of course is that bike users are also pedestrians, public transport patrons, vehicle owners and drivers. Active Transport should in fact be seen as an essential and complementary component of the overall transport system.

It's now crucial that future efforts and investment in the PA/E Walking & Cycling Network be guided by *more universal and shared* priorities for:

- health, welfare, social equity, environmental and sustainability outcomes
- economic benefits associated with more localized service provision and tourism activities.

In recent years the PA/E Council – in cooperation with State Government - has sought to better understand the challenges of this broader approach through studies such as:

- the **PORT ADELAIDE CENTRE & PORT DOCK RAIL STATION Associated Movement and Access Improvements Study**, 2018
- **Network Operating Plans** for the Port Regional Centre, 2018
- Report for Port Adelaide Centre **Car Parking and Movement Study**, 2011
- **Port Adelaide Precinct Plan**, 2014 & **Port Adelaide Centre Vision & Framework**, 2006.

All of these studies point to the social, economic and environmental benefits of more walkable and accessible streets and the improvement and better integration of a broad range of Active Transport

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facilities. They also identify significant challenges associated with decaying and outmoded pedestrian infrastructure, street lighting, hazard reduction and connectivity!

1.4. Expanding Commitments: By extending Active Mobility planning to include *walking, public transport access and related activity*, Council has committed itself to providing active mobility facilities and support for *all members of the community*:

- pedestrians *and* bicycle users
- children, older folk & those with disabilities
- both locals *and* visitors
- commuters, every-day utility and recreational cyclists as well as bike-borne visitors & tourists.

Essentially, *footpath users as well as those on the bikeway!* This expanded commitment to *walking & cycling* will help to Council to 'set the stage' for a renewed and 'greener' approach to supporting economic, social and environmental activities and more sustainable lifestyles. The new WCP will help us *all* to actively explore and understand the potential benefits of living more localized, healthful and sustainable lives!

1.5. Facilitating Leadership & Addressing Challenges: This commitment will also provide the Council with an opportunity to exercise real leadership in dealing with competing demands and challenges within our community, particularly within our transport, housing, retail and social support sectors. Transport and mobility access and costs are major determinants and drivers of design efficiencies across all sectors. The experiences of progressive countries such as The Netherlands and Denmark clearly illustrate the benefits of minimizing constraints on Active Transport and maximizing its benefits wherever possible.

A renewed and more positive approach to walking and cycling will demand that Council engage more actively with a range of strategic planning imperatives, notably:

- Active Mobility as a key driver & enabler of *new economic & business development*
- walking and cycling as key activators and contributors to *better health (and health cost) outcomes*, particularly for younger folk
- Active Mobility as a key component in *reducing carbon emissions, atmospheric pollution, traffic congestion and the costs of transport-related injuries* to the community.

Council will need to ensure that Active Mobility is understood and considered as a key element across a range of its activities, responsibilities and investment programs!

1.6. Changing Our Planning Focus: PA/E Council's previous 'developmental' Bike Plans have tended to focus on larger-scale, 'more visible' infrastructure, predominantly oriented towards *inter-suburban cycling* (Greenways, connector & neighborhood bike routes etc). This initial focus on larger-scale projects has been shared by PortBUG as we sought the building of the 'higher-profile' elements of PA/E's emergent Bike Network as soon as possible.

However planning and investment for a broader approach to *active mobility* will demand a changed focus for us all! Because walking and associated 'pedestrian' activities (including mobility for the aged, young people and those with disabilities) are undertaken at some point by almost everyone in our community, an expanded 'active mobility' scope will require:

- a more 'granular' or localized approach to planning & investment
- tapping into 'local knowledge' based on the specific experiences of community members
- systematic investment strategies ensuring equitable network access across the Council area.

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Past bike plans and Council budgeting *have* supported smaller-scale mobility investments – ramps, road crossings etc – but PortBUG believes this has been an opportunistic process rather than reflecting a systematic, functional strategy based on local mobility needs and destinations. The new Walking & Cycling Plan will need to effectively explain and describe:

- *why* Council seeks to support active mobility in *all* of its forms
- *how* it will implement this support on an equitable basis across the Council area
- *how* it will draw on community expertise and experiences
- *what* investment strategies it will seek to utilise
- what planning and implementation will *look like* 'on the ground'!

1.7. Understanding Potentials: There is clear and overwhelming evidence that provision of high quality and universal walking and cycling access in local communities has profoundly positive economic, social and personal benefits! Recent research by Transport for London (TfL) has established that:

- people who walk and cycle to the High Street *buy more* than people who drive
- walkers in particular *visit more often* and spend *up to 40% more* than those who arrive by car.



Source: Lawlor, 2013



Source: Raje and Saffrey, 2016



Source: TfL, 2014

Over a month, people who walk to the high street spend up to



than people who drive to the high street

Source: TfL, 2013

<http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

In the current 'pandemic context' TfL note the importance of encouraging walking 'footfall', showing that...

'street improvements made a huge difference, increasing the number of people walking by 93%, doubling the number of people going into shops and cafés, reducing retail vacancies and increasing rents.'

As London's Walking and Cycling Commissioner Will Norman has said,

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"With businesses across London really struggling to survive, we have to do everything we can to support them. Adapting our streets to enable more people to walk and cycle makes them cleaner, healthier and more welcoming, which encourages more people to shop locally."

<https://www.treehugger.com/study-shows-people-who-walk-and-bike-to-main-streets-spend-more-4855935>

1.8. Implementation Issues: Over the last decade of bike planning it has become obvious to the PortBUG that the development of our bicycle network and implementation of our Bike Plan - while focusing on a logical sequence of development - has also had to respond to 'external' (and sometimes unforeseen) circumstances, including participation in major transport projects undertaken by state government. The choice and prioritizing of infrastructure projects for support in annual Council budget rounds and submissions to State Gov't - and the uncertainties of both Council and Government funding have also introduced significant variation and 'fragmentation' into implementation processes.

The current pandemic and its likely ongoing workplace, economic and social consequences may also have significant impacts on Plan implementation. Impacts may well be long-lasting! However the pandemic will also bring *opportunities* for implementation of the new Walking & Cycling Plan, not the least being:

- a focus on *more localized* or 'precinct-based' day-to-day transport activity (including the development of more localized shopping preferences and service provision)
- an opportunity to cater for the needs of *localized* tourism visitation and recreational walking and cycling
- a major opportunity to *engage more effectively* with the community as a whole.

Experience from around the world tells us that a comprehensive and efficient Active Transport Network providing for *both* walking and bicycle use will provide residents with a *wider range of transport & daily activity choices* and ensure *a greater capacity and resilience* in our day-to-day transport system. Given the economic and social stresses emerging in the current 'pandemic' environment the PortBUG believes it is now even more important that such benefits are now considered! We trust that development of the new Walking & Cycling Plan will also see Active Transport take a major role in helping Council and residents adapt to a new, 'post-COVID normal'.

To this end, in the recommendations that follow we hope to encourage a stronger focus on the coherent development of the walking and cycling network *at all levels* of access, connectivity and continuity. In addition to investment in new infrastructure, we'd also hope that the new Plan (and its implementation) also develop and maintain a strong focus on:

- *awareness building, promotion and participation strategies* as well as...
- *cultural change and acceptance of active mobility* as an integral and essential element of Council policy and planning.

We are aware that these initial recommendations focus mainly on the *development* of the new Walking & Cycling Plan and do not address detailed infrastructure issues (particularly those associated with the proposed new routes outlines on page 14). We hope to have further opportunities to engage with more specific planning processes at a later date.

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2. A Changing Strategic & Policy Focus: Council's purpose in constructing this bike network has been to provide residents with a *wider range of choices* in their daily travel, recognizing that:

- an increasing number of residents (and in particular younger folk) *do not* have access to a car *or* can afford or want to use a private vehicle
- public transport access across the PA/E Council Area has become seriously compromised
- many more residents *now seek less polluting, healthier, cheaper and more sustainable* forms of day-to-day transport
- a wider range of transport options *increases capacity* for the transport system as a whole.

➤ **A New Focus for Planning:** The PortBUG believes that network development now requires a new phase in planning demanding:

- a more detailed & localised analysis of mobility needs
- more dynamic & ongoing approaches to community consultation
- greater attention to more challenging mobility environments (notably main roads & heavy vehicle traffic) and...
- a more comprehensive and precinct-based approach to speed limits and traffic management.

We believe that it's essential that Council's transport planning also *provide realistic Active Travel choices* for *everyone* in our community to ensure 'transport equity' as well as economic, social and environmental sustainability, particularly given new 'post-COVID' economic and social circumstances.

A new focus on 'transport equity' requires a stronger focus on the transport needs of *specific communities and their locations*. Prime examples of this within PA/E must include communities such as Rosewater, Ottoway, Wingfield, Klemzig and Broadview, as well as those at Taperoo and Osborne on the Lefevre Peninsula.

Recommendation 1A: *That PA/E Council adopt plan development & implementation strategies providing a targeted & more equitable focus on local needs & community participation in planning processes.*

The new Plan will also need to be consistent with the changing Policy environment - we note *two recent policy initiatives* providing context for its preparation & implementation:

➤ **SA's 20-year State Infrastructure Strategy:** This Strategy (released in May 2020) stated SA's commitment to a number of progressive measures including mapping of an:

- *'integrated network that supports greater use of walking, cycling and other forms of active transport for connection between residential and employment areas for the CBD, inner suburban ring and other key centres across metropolitan Adelaide, including key rail interchanges and their catchment.'*
- *'...matched to a prioritised program of staged development on key active transport corridors, where feasible, parallel to rather than on arterial roads to minimise risks of conflicts,'*
- *...and a 'more strategic approach that looks to build an active transport network that is accessible and safe...'*

It seems inevitable that this new Strategy will guide the future allocation of State Government funds, demanding that the new WCP be consistent with its aims!

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Recommendation 1B: That Council ensure the WCP is consistent with SA's 20-year State Infrastructure Strategy in developing key active transport routes & a safe & accessible network.

➤ **Port Adelaide/Enfield Recognition of Climate Crisis:**
In Nov 2019 the PA/E Council:

- recognised that 'we are facing a climate crisis that requires action by all levels of government, including by local councils...'
- ...and pledging to participate in: 'The Cities Power Partnership Program, including opportunities to collaborate with AdaptWest and other council partners in shared renewable energy, energy efficiency, **sustainable transport**, energy and advocacy priorities...'

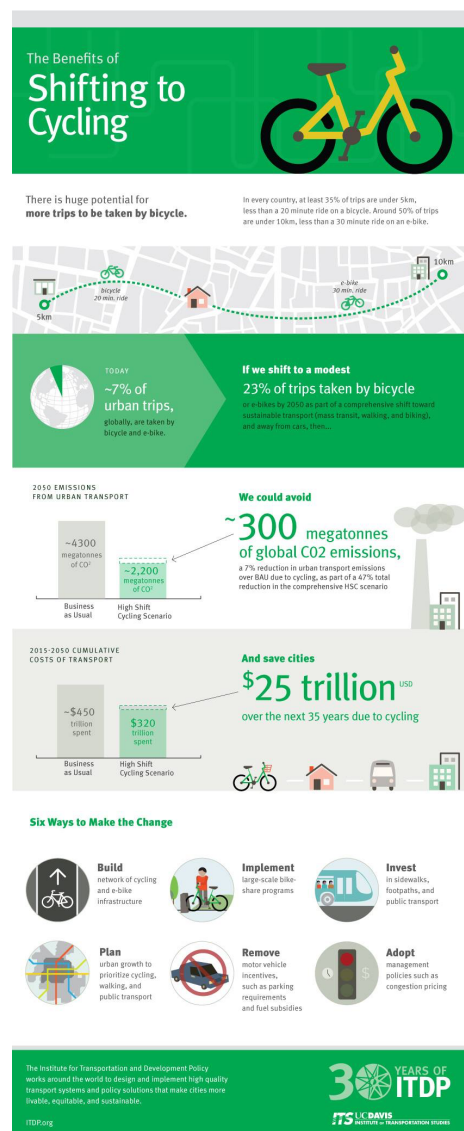
All are aware of the need to reduce greenhouse gas emissions, 25% of which come from daily transport activity. This commitment by PA/E Council tells us that the new WCP *must be clearly framed as a cooperative & collaborative climate-change response*, targeting reduction in transport-related greenhouse gas emissions and a range of *adaptive* measures, as well as providing for appropriate evaluation strategies. In particular, we anticipate that the new WCP will need to stipulate active cooperation with neighboring councils to build a continuous walking and cycling network across council boundaries.

The Institute for Transport & Development Policy (ITDP - UC Davis) have found that there are enormous potential benefits in shifting day-to-day mobility to walking and bicycle use (see right):

- around the world 35% of daily trips are less than 5km
- if we can shift a modest 23% of such trips to bicycle use we can avoid around 300 megatonnes of CO2 emissions...
- and save a vast amount of money in the process.

The benefits for 'greening' a local community such as PA/E are obvious!

Recommendation 1C: That the new WCP target both reduction in transport-related greenhouse gas emissions and associated adaptive measures, identifying appropriate evaluation strategies as well as options for collaborative planning with neighboring Councils.



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3. Key Principles for a New WCP: Both State Government and Council commitments to Active Transport are now *stronger and more focused*. PortBUG believes it is appropriate that a new Walking & Cycling Plan recognize this and respond accordingly. To this end we have outlined below **several key principles** we believe should shape Council's approach to the new Plan. We recommend these as a pathway to the outcomes identified above.

3.1. Active Transport as a Pivotal Council Strategy: PortBUG believes that it is essential that the new Walking & Cycling Plan (WCP) promote Active Mobility as a ***pivotal Council policy strategy*** across all relevant areas of Council service, responsibility and investment. International research tells us that Active Transport *supports almost every aspect of public policy* and certainly the 5 pillars of the new **City Plan – Economy, Community, Environment, Place-Making & Leadership**.

The new WCP is a key opportunity for Council to promote Active Mobility to improve outcomes for:

- transport-related access, equity & resilience
- provisions for youth & the aged and people with disabilities
- effective traffic management
- sustainability, 'greening' & environmental programs &...
- economic development initiatives (including tourism and visitation)
- Council investment and funding strategies.

Recommendation 3.1: *That the W&CP promote Active Mobility as a central tenet of Council investment across transport, health, economic and social welfare, aging, youth etc.*

3.2. Building Active Mobility Awareness & Resources: PortBUG believes that a more consistent understanding of the value of Active Mobility is needed across the community *and* in all areas of Council activity if the next phase of network development is to be successful. Active Mobility must be understood and prioritized as a '*bottom line*' driver of prosperity, economic activity, cultural and social health, and transport. Supporting and promoting a comprehensive and integrated Bike Network is a '*win-win*' investment for the entire community.

Recommendation 3.2: *That Council's new WCP:*

- *embrace ongoing strategies promoting the benefits of day-to-day cycling & walking to Council staff, elected members and the community*
- *build an on-line resource demonstrating Council's commitment to Active Transport and creation of a comprehensive & integrated Bicycle Network*

3.3. Physical Requirements & Design Principals: To ensure that walking and cycling can become *preferred travel modes* in the community the new PA/E WCP will need to provide:

- high levels of *network access*, continuity & connectivity (including across Council boundaries)
- safe & pleasant walking & cycling environments, with high levels of amenity (including interpretive provisions, shade trees and directional signage)
- adequate *bicycle parking or storage* available at all key destinations.

These principles may demand further refinement of Council's vision as to how bicycle and walking routes should function and serve the community, particularly on local streets. To this end we encourage the WCP's *overt adoption* of the principals of widely-used design portfolios such as

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[8-to-80 Cities](#) and [Living Streets](#), the aim being to ensure the central principles of Active Mobility - transport equity & universal access, environmental accountability and economic & social sustainability - are clearly understood across both Council and the community.

Recommendation 3.3: The new PA/E WCP adopt:

- *adopt the above physical & infrastructure requirements as key target outcomes*
- *adopt the recommendations of widely recognized, outcomes-based design philosophies including '8-to-80s Cities' and 'Living Streets'.*

3.4. WCP Reference Group: Although the first two PA/E Bike Plans (2000-15 & 2015-20) contained a number of behavioral & culturally-oriented goals, these were *not actioned or implemented*. Notable was a lack of strategies for *ongoing community consultation* to support the targeting of investment, the implementation of the Plan & its evaluation. Council also did not appear to have strategies in place for organised cooperation with DPTI, neighboring Councils and Government or other cycling participation programs (such as 'Way-to-Go').

The PortBUG believes that the new WCP needs to work with a combined council and community reference group with representatives from across key areas of Council activity, as well as from community groups (representing people with disabilities, the aged, children & students, youth etc). Aims would include provision of support for targeting budget submissions, community accountability & ensuring integration into broader Council programs. We anticipate this group would meet several times per annum, prior to and after planning & budget processes.

Recommendation 3.4: That the WCP establish an ongoing Community/Council consultation & reference group to assist W&C Plan development, implementation & evaluation.

4. Building the WCP: Recommended Design Processes & Initiatives.

4.1. Develop a 'Finer-Grained' Analysis of Access & Connectivity: Experience with previous Bike Plans points to a need for connectivity to *key cycling 'trip attractors' or destinations*. The previous Local Area Bike Plan 2015-20 focused on a number of larger shopping centres and precincts as key attractors (see below). Noticeably *absent* from this analysis were smaller destinations only 'noticeable' at a more granular grid scale. DPTI tell us that a maximum grid spacing of around 400 metres is needed to effectively identify *local walking and cycling networks* and associated *local trip attractors*. At this scale destinations revealed will include local shops and services, primary and secondary schools, recreational facilities, tourism destinations and rail stations as well as major shopping and service centres.

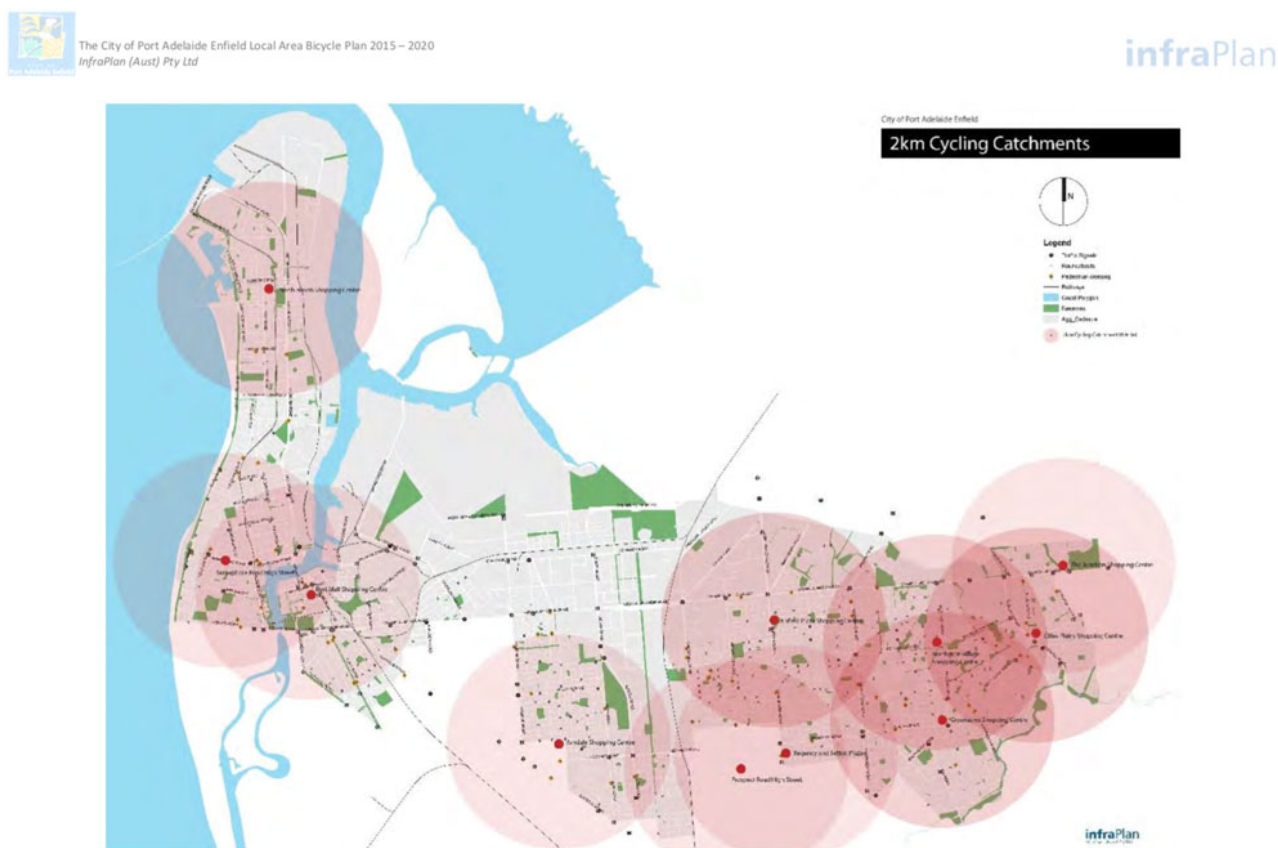


Figure 11: Map showing 2km (10 minute) cycling catchments from shopping precincts within the City of Port Adelaide Enfield. Source: InfraPlan 2014.

We believe that development of a PA/E Active Transport Network now requires this finer-grained analysis of potential destinations and trip-attractors. We suggest that these include:

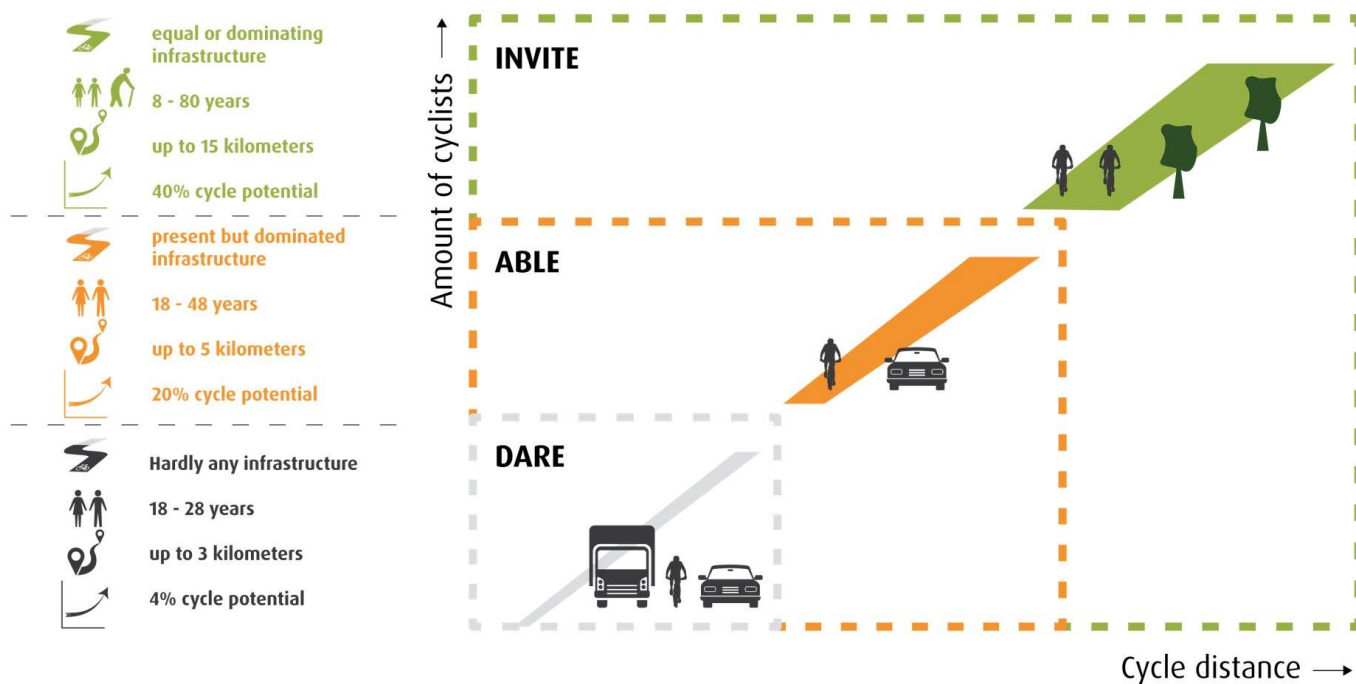
- all primary & secondary schools
- shopping precincts & service centres
- health and higher education precincts
- recreation centres and reserves
- public transport interchanges, including *all* rail stations
- major tourism and visitor attractions.

The development of a new WCP requires that these destinations now be identified along with associated routes & network access issues.

Recommendation 4.1: That development of the new WCP focus on a systematic, progressive & fine-grained analysis of locality-based walking & cycling needs, utilizing both initial and ongoing strategies for community consultation & input.

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4.2. Formally Adopt a 'Supply-Driven' Approach to Active Mobility: Research tells us that a 'supply-driven' approach to the design of Active-Mobility & cycling networks is *the key to fostering new cycling participation* (see below). Put simply, such an approach does not wait for a demand signal, but *literally invites* residents and commuters to (for instance) abandon the car and embrace walking, cycling and public transport. It stipulates that residents have ready access to functional cycling routes from wherever they live *and* are able to reach their destinations in an efficient and secure manner. It also sends a strong message to State Government that a greater focus on adequately funding both active and public transport is required. ***Essentially – as the Dutch say – 'build it and they will come'!***



Build it & they will come!

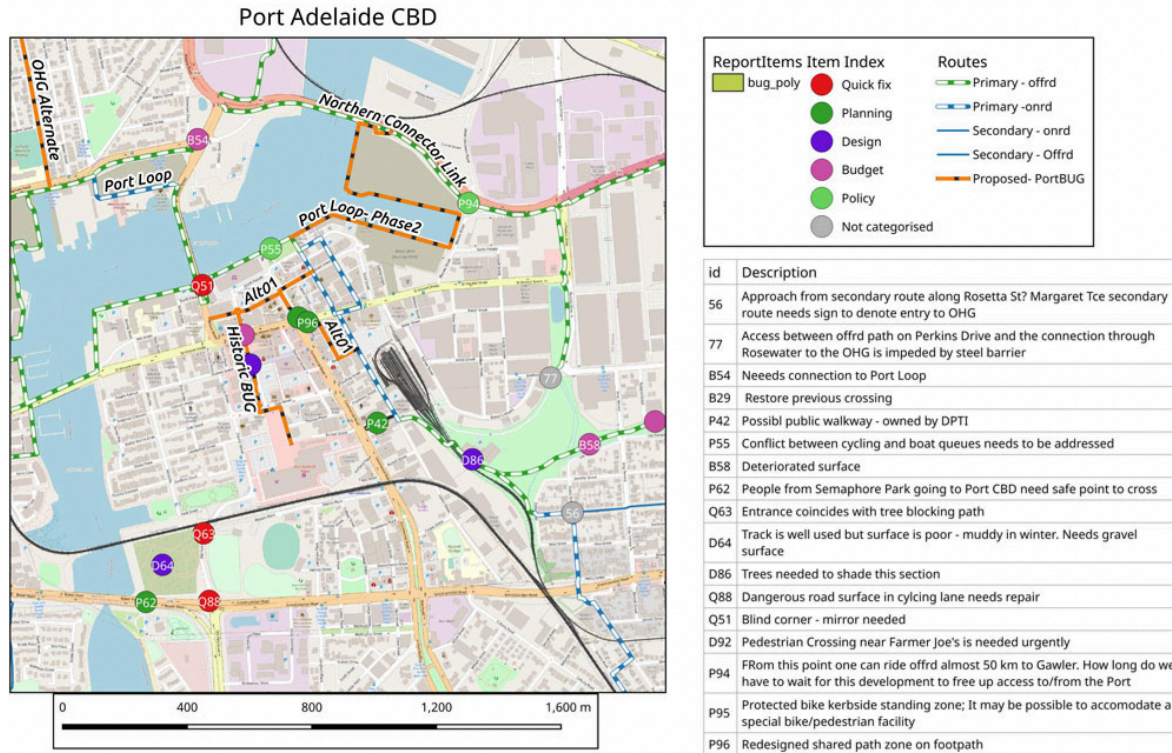
Experience with the first two PA/E Bike Plans has informed us that ensuring effective local access and longer-distance connectivity requires:

- use of a 'fine-grained' analysis of local needs and a more dynamic & on-going approach to infrastructure development than is provided by a 'once-off' 5-year plan
- consistent provision across the Council area of key items of local infrastructure such as *neighborhood linkages, wider kerb ramps, safe road crossings* and *'automatic' rail crossings*
- effectively dealing with *disincentives* such as excessive traffic speeds and a lack of main-road crossings, paved shoulders, bike lanes, pathway lighting & convenient bike parking.

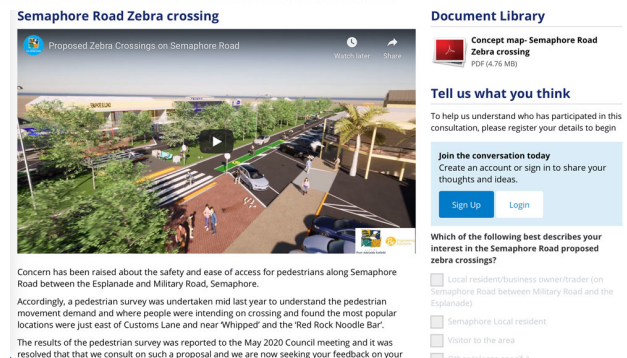
Recommendation 4.2: That development of the new PA/E WCP work with the community to identify key trip attractors and destinations to facilitate design & prioritizing of active mobility routes.

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4.3. Establish Strategies for Ongoing Community Engagement: PortBUG believes that community need for walking and cycling facilities has proved relatively opaque to 'desk-top analysis' strategies alone. We believe that this need can only be *adequately* identified by use of locality-based community consultations and systematic destination-based analysis. The PortBUG has identified need for simple GIS and precinct-based visual mapping strategies that we hope will help residents and bicycle users to identify *local issues and solutions* (see draft example below).



We have been very pleased to see that PA/E Council have recently used similar (though more sophisticated) strategies in consulting the community re. both its Integrated Transport Plan and proposed new 'zebra' crossings on Semaphore Road (see right).



The latter in particular provided the community with an opportunity to understand and consider the infrastructure proposed, its possibilities and implications and to comment accordingly.

We envisage Council using such on-line strategies *on an on-going basis*, offering the community repeated opportunities to contribute experiences, ideas and suggestions for further network improvement. We recommend that Council adopt such strategies for specific consultations over the course of the Plan. We see this as enabling Council to more readily:

- *foster* community engagement
- *demonstrate* accountability & responsiveness
- *build awareness, support and positive feedback* within both community & Council.

Recommendation 4.3: That the new PA/E WCP adopt locality-focused & ongoing on-line consultation strategies as a key principle in designing the WCP and prioritizing Bike Network investment.

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4.4. Adopt Data-Driven Funding Strategies: The first two PA/E Bike Plans have focused mainly on existing infrastructure issues and obvious opportunities for creating trunk and neighborhood cycling routes within PA/E and links to destinations elsewhere. Significant investment is now needed to complete this 'trunk & neighborhood route' network - and broaden its application to other forms of active mobility - by targeting 'less obvious' routes and 'filling in the gaps' (notable examples being the proposed Rosewater Loop and Gillman/Wingfield Connector).

Given the increasingly scarcity of state government funding the PortBUG believes the new WCP will require *substantial use of hard data* to *quantify* the benefits of walking and cycling investment, as well as associated outcomes such as reduced *greenhouse gas emissions* and *increased transport access*.



We therefore recommend Council consider use of *data gathering* and *quantitative* measurements (such as bike counters on major routes), as well as ongoing surveys of cycling and walking behavior and route selection, as key strategies in the new Plan.

Recommendation 4.4: *The PA/E WCP adopt a program of regular data gathering over the course of the new WCP - using both community surveys and numerical/counting strategies ('bike counters') - to complement and support annual funding submissions for Plan implementation.*

4.5. Evaluate & Refine Existing 'Trunk' Cycling Routes: Trunk routes are the *essential framework or foundation* for the PA/E Bike Network, offering:

- capacity to meet both existing *and* increased future cycling demand
- maximum security, safety, convenience & connectivity
- opportunities to make use of existing infrastructure (such as rail routes & reserves)
- practical opportunities for 'mode shift' from motor vehicle use or public transport.

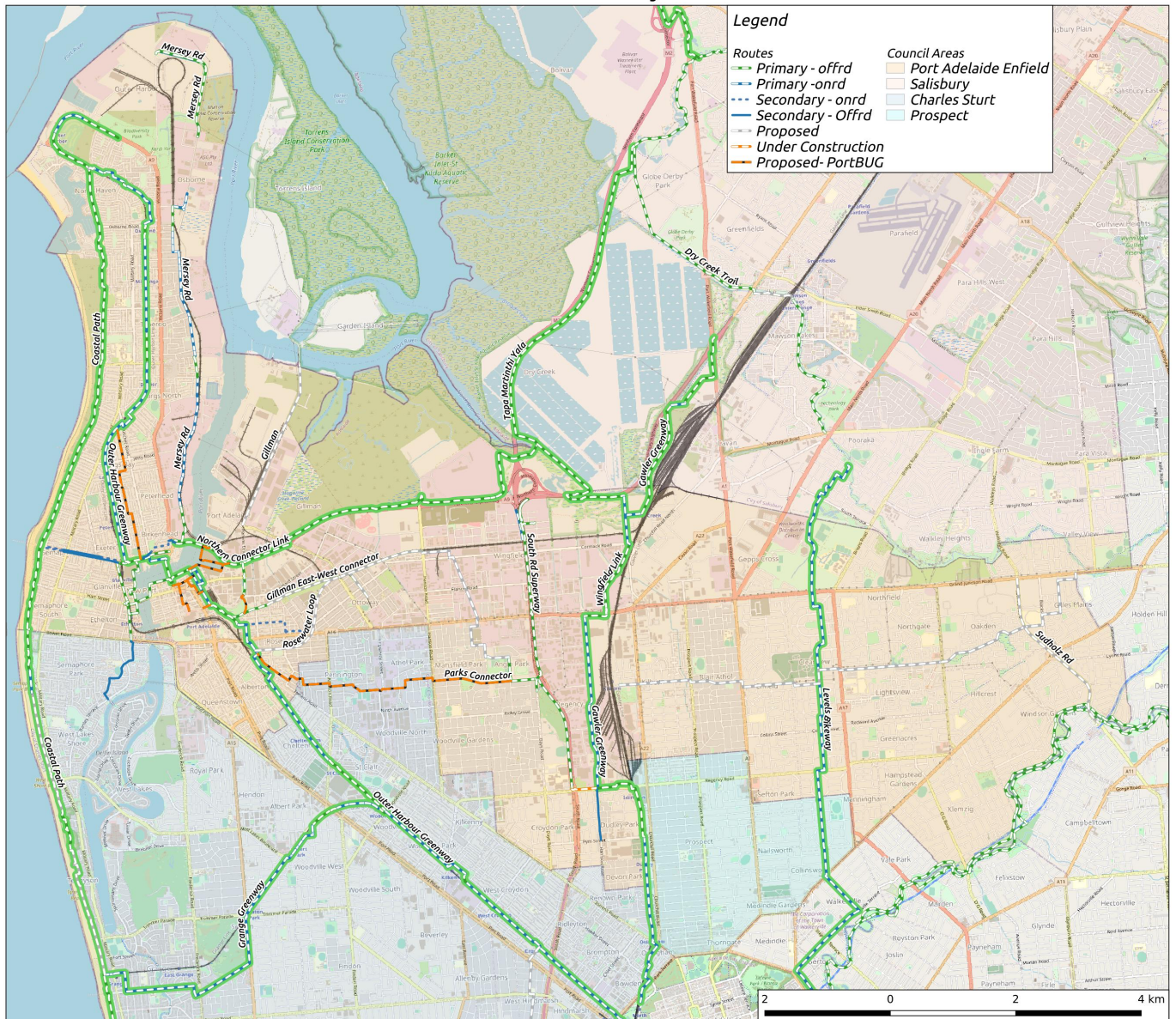
The first two PA/E Bike Plans identified the following as key cycling trunk routes within the Council area:

- the Outer Harbor Greenway
- the Gillman East-West Connector
- the Gawler Greenway
- the Levels-City Bikeway
- the Port Expressway (PREXY) Bikeway
- the 'Esplanade Route' (including Lady Gowrie/Ruthven Drv and Victoria Road)
- the Coast Park Shared-Use Pathway.

These routes have now largely been completed and are in active use. We believe that their *evaluation* is now required – particularly with regard to pedestrian and disability access. Evaluation should consider opportunities for improvement of general amenity and access, biodiversity and shade, connections to local businesses, bike parking & destination and interpretive signage.

Recommendation 4.5: *That community-based evaluation occurs for each of these trunk routes over the course of the WCP with findings informing ongoing investment and goal setting.*

North Western Suburbs - Major Routes



4.6. Complete the Connector/Neighborhood Network: The previous Bike Plan identified need for a number of *additional* 'connector' (or neighborhood) routes to provide a secondary level of Network access (*see above*). These included the Harbour Loop – West, the Hart Street Bikeway, Port CBD access routes, Semaphore Road – East bikeways, the Mersey Road Bikeway and the Causeway Road cycleway.

Some of these connector/neighborhood routes remain incomplete and require further attention and investment. PortBUG has also identified a number of *additional* 'trunk-connector' or neighborhood routes required (*see above*), including:

- an improved and more defined 'Wharf Precinct' Cycleway
- a Harbour-Loop Path (East)
- Semaphore Road (West)
- Port CBD Cycle Access routes
- an off-road linkage for the Perkins Drive Bikeway
- the Rosewater Loop Cycleway
- a Gilman East-West Connector (connecting to the Gawler Greenway)
- the Mersey Road Bikeway

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- a **Grand Trunkway** cycleway
- a off-road **Sudholz Road** bikeway (west side)
- a 'New East-West' Cycleway through Pennington and The Parks.

Recommendation 4.6: That the WCP focus on opportunities for additional trunk connector or neighbor routes, providing essential 'secondary access' to major trunk routes and destinations.

4.7. Improve On-road Cycle Routes: The PA/E Council is facing major increases in commercial and commuter road traffic on main roads as well as *increasing demand for secure on-road cycleways and associated pedestrian facilities*. Major commercial and commuting routes such as Grand Junction Road, Cormack Road, Eastern Parade & Hanson, Military, Wingfield, Addison and Military Roads will inevitably function as cycle routes, particularly given the recent completion of the Port Expressway Bikeway (providing access to and from Adelaide's northern suburbs). A number of these roads make *no provision for secure cycling or walking at all!*

The PortBUG believes that the new PA/E WCP *must* consider all main roads as potential active mobility routes and identify a range of strategies - in partnership with DPTI - to *make them more secure* for bicycle use. We'd recommend negotiation with DPTI to encourage consideration of improved road surfaces, shoulders and pedestrian facilities (several of the roads mentioned are in poor condition and lack footpaths), continuous bike lanes (where absent), reduced speed limits, kerbside refuges at road junctions & turning points and use of 'buffer' lanes in particularly hazardous & 'conflicted' situations.

Recommendation 4.7: Council partner with DPTI and the community over the course of the WCP to review opportunities to make on-road cycling on major roads more secure across the PA/E Council area and develop an investment program to do so.

4.8. Invest in Information, Promotion & Culture-Building Strategies: A number of strategies targeting information supporting increased bicycle use were identified in the 2015 Bike Plan but - to PortBUG's knowledge - *never implemented*.

The PortBUG believes such strategies - aimed at behavior change and increased participation and community understanding of Active Mobility - should be considered an *essential component* of the new WCP. These strategies should be aimed at:

- **provision of information** (and information guides) to help residents and visitors understand *the practical benefits of and possibilities for walking and cycling*
- **fostering bicycle tourism & 'footfall' opportunities**, and the increased economic activity they bring
- **building ongoing cycling-support resources** including consideration of a way-finding brochure and app (or inclusion of a 'cycling access guide' in the 'Visit Port Adelaide' app)
- **building an on-line presence** for cycling and bicycle use across Port Adelaide.

We suggest consideration of Council-hosted webpages providing online cycle maps and resources, links to community groups & key engagement opportunities (including a designated 'bicycle officer') and links to a curated bicycle use forum for PA/E residents and visitors (possibly in cooperation with PortBUG and other community groups).

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Recommendation 4.8: *That Council conduct workshops to identify potential information, promotion & culture-building strategies for incorporation into the Plan, including potential use of online resources, targeted tourism & community workshops, interpretive & marketing opportunities, route descriptions & videos, bike maintenance programs, ride programs etc.*

4.9. Identify Possibilities for Cycling Participation Programs. The PortBUG has liaised with Salisbury Council staff re their impressive [Cycle Salisbury Program](#).

"The City of Salisbury has partnered with Bike SA to get the community excited about cycling. Whether it's for the first time, or if it marks your return to cycling, it doesn't matter. #CycleSalisbury aims to create a more active and healthy community, regardless of your experience or ability. We want all people to feel comfortable getting out and about on their bikes."

PortBUG understands that Cycle Salisbury has proved popular and rides are well patronized by a diverse range of cyclists. Rides are led by trained volunteer ride leaders who have a passion for local riding. The program has been successful in increasing cycling participation for both everyday transport and recreation, *and has proved particularly popular over the past few 'Covid 19' months.*

PortBUG suggests PA/E Council consider a similar range of targeted and 'hosted' activities aimed at encouraging cycling participation, particularly for 'at risk', 'vulnerable' and sometimes neglected groups (including school-age children & youth, women, older folk and those with disabilities). Specific attention should be given to opportunities to partner with existing community organisations.

Recommendation 4.9: *That the new WCP consider community need and opportunities for cycling participation programs and identify partnership possibilities with community groups and business to support their development.*



4.10. Plan for Redirection of Heavy Transport. PortBUG understands that 23% of South Australia's heavy vehicle movements occur within the PA/E Area and that Council has already issued over 700 'heavy vehicle' access permits over the first half of 2020. This combined with projections for a major increase in commuter traffic (with the development of industry & port facilities on Lefevre Peninsula) implies a significant increase in hazards for vulnerable road users.

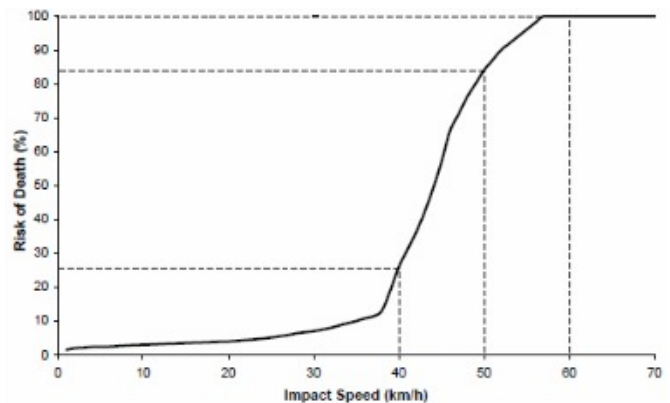
PortBUG strongly encourages consideration of possible *redirection of heavy transport away from routes shared with bicycle users and pedestrians.* We expect the new WCP to identify challenges

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associated with this growing frequency of heavy vehicle movements and to propose medium to long-term solutions.

Recommendation 4.10: *That the new WCP identify challenges associated with growing frequency of heavy vehicle movements within the PA/E area and propose strategies for medium to long-term solutions.*

4.11. Adopt a Comprehensive Framework for Reducing Speed Limits. Vehicle speeds are *the* key factor in determining both frequency and severity of injury when vulnerable road users are involved in collisions with motor vehicles. The faster vehicles are travelling the more likely they are to hit cyclists and pedestrians, and the more severe are any injuries that result (see right).



It is imperative that speed limits are applied consistently across the PA/E Council area wherever there is risk of such collisions:

- on main roads where vehicles share road space with cyclists
- at crossing points and specific precincts on major roads where cyclists and pedestrians are likely to encounter speeding vehicles
- on local roads characterized by high numbers of vulnerable road users.

The latter include shopping centres and service precincts, roads adjacent to schools, hospitals and recreation areas and crossing points adjacent to railway stations and public transport interchanges.

Recommendation 4.11: *That the WCP identify:*

- *key 'mixed traffic' points and precincts across the PA/E Council area characterized by excessive vehicle speeds or locations where heavy vehicles encounter vulnerable road users*
- *propose appropriate infrastructure and/or speed-limit solutions.*

4.12. Enhance School Access Networks: There are many primary and high-schools within the PA/E area. The school years are an ideal opportunity for young people to build strong and health-giving 'active mobility' habits and a sound understanding of the value of physical activity in their lives and for the community. Direct, safe and secure school-access networks are an ideal opportunity to facilitate such outcomes.

The PortBUG suggests consideration of a *specific program* within the WCP focused on identifying opportunities to improve local school access networks *on a consistent basis* and for working with the Department of Education's 'Way to Go' program and other local parent and community groups to build awareness of such school-access networks.

Recommendation 4.12: *That the WCP identify all local schools & potential active-mobility networks & opportunities to improve local infrastructure and its use.*