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2019-20 budget priorities to save lives and grow cycling mode share in South Australia.

Bicycle Institute of SA

BISA is a community organisation advocating for every-day riders including families and children.

BISA believes our city and world are a better place because of those that choose to cycle, and that transport policy should encourage more people to make the switch from the car to the bicycle. Effective policy to achieve this, based on global evidence and considerable research, includes investing in quality cycling networks and creating low speed environments.

As the State's leading cycling advocacy organisation we therefore present you with our budget recommendations for the 2019/20 financial year.

Budget requirements

The Government of SA has a considerable role to play in funding cycling infrastructure.

As previously presented in our document to you in December BISA calls on the Government to invest 5% of the transport budget to new cycling infrastructure.

DPTI's 18 – 19 investment program totalled \$1.451 billion. Of this \$7 million worth of cycling infrastructure investments were made as detailed by your department in a letter to our organisation in 2018. Additionally, \$279,000 was available to local councils through the State Bicycle Fund. The SA cycling network therefore received less than 1% of investment funds.

Safety is the number one reason people cite for not cycling. A painted white line is not bicycle infrastructure.

Effective policy to reduce motor vehicle congestion includes investing in quality, safe alternative networks, as evidenced in advancing global cities.

A significant increase in funding is therefore required. A 5% allocation would equate to an investment of \$75 million.

For every \$1 invested in safe cycling networks the Government will save between \$4 - \$11 predominately in health savings. Add to that the economic value of greater accessibility and it is clear that any continued lack of funding is financially irresponsible. Choosing to invest in cycling is like choosing the best rated financial institution to ensure you get the best returns.

By investing \$75 million the Government of SA could save between \$300 - \$825 million dollars.

Overall goal - Network development

Develop a safe, connected, direct and pleasant cycle network across Adelaide and SA for anyone aged 8 – 80 years.

Projects requiring funding

Each project listed is important to the overall development of a city and regional cycle network. Some contain specific commitments for the 2019/20 budget. A range of other projects are listed as potential options for investment in the upcoming financial year or future budgets.

State Bicycle Fund

An essential mechanism to support the 68 local councils to develop cycle networks and alleviate traffic on arterial roads. Increase funding to \$5 million. Funding in 18/19 was \$279,000.

Gawler Greenway

Immediate allocate funds to complete the Greenway to Gawler in the 19/20 financial year in line with the electrification.

City Bikeways

The critical missing East-West Bikeway link through the city is yet to begin construction. Currently there is NOT ONE safe EAST_WEST bike route. Allocate an additional \$5 million to help ACC deliver an excellent result for everyone and increase accessibility to the city. It will also help to gather acceptance for cycling infrastructure in SA for future projects and send a positive message about bike riders.

Mike Turtur Bikeway

The Mike Turtur Bikeway is the most used cycle way in Adelaide however the lower section connecting to King William road is narrow with a very poor surface. Recent changes to fencing provides the opportunity to restructure the path by widening it and resurfacing. Safety would improve and usage increase.

West Boundary Railway Route

This route, largely using the existing service track created for the electrification of the railways, would provide an uninterrupted link between the Marino and Mike Turtur Bikeways with the RAH and university campuses at the western end of North Terrace. [The case for this route is on the BISA website.](#)

Coast path

Significantly fund and finalise the Coast path to Aldinga.

Park'n'ride

\$5.5 million to roll out cycle park and ride facilities at all train, tram and O-Bahn stations. Complete paper available [here](#).

Sudolz Road protected bikeway

Work with PAE Council and Campbelltown Council to build a protected bikeway along Sudolz Road to encourage people to cycle to Paradise interchange. PAE have this in their bicycle plan. There are no alternative direct options for travel north-south in this area except for Sudolz Road.

Great Southern Bikeway

Develop a safe cycle route to connect people from the city to the start of the proposed Great Southern Bikeway.

Barossa region

The Jack Bobridge trail allows people to cycle and enjoy the beauty of the Barossa Valley. Fund the continuation of the Jack Bobridge bike trail from Seppeltsfield Rd to Greenock, onto Kapunda and finally connect to the Rattler/Riesling trails in the Clare Valley. What a wonderful cycle tourism experience this would offer visitors.

Crafers – Amy Gillett Bikeway link

Link the Crafers path to the Amy Gillett Bikeway with progressive extensions as set out in the [Adelaide Hills Strategic Bike Plan](#) including:

- Link along the freeway from Stirling to Crafers (p. 35) (2019/20 financial year)
- Follow the rail corridor from Stirling to Balhannah (2019/20 financial year)
- Map route from Balhannah to Oakbank (future budget)

McLaren Vale Region

Currently riding from Seaford to Aldinga is very dangerous with no road shoulders and high-speed traffic. Similarly, tourists cannot cycle from the caravan park into Port Willunga as the infrastructure is unsafe.

To maximise cycle tourism opportunities in this beautiful region fund a protected bikeway to Aldinga from the Seaford railway station along Old Coach road. Provide a second connecting protected route to the Port Willunga Caravan Park along Tuit Rd and continue the path on to connect the Port Willunga Caravan Park with Port Willunga along Bowering Hill Road.

Also build a protected bikeway connection between Aldinga and Willunga.

Scope the project in 2019/20.

C2V Bug - <https://www.facebook.com/groups/coast2vinesbug/>

Supporting policy

Supporting an increased budget (the primary mechanism required to increase safety and participation) bike riders in SA also encourage you throughout the 2019/20 financial year to:

1. Encouraging and positive communication

Communication is essential to support such investments. For people to accept the benefits of cycling they must hear positive statements about those that ride and the reasons why it is important to encourage more people to cycle. All levels of Government are responsible for this. Currently myths, lies and harmful comments are not challenged and the Government does not appear to have a clear communication strategy for promoting active transport in line with infill development. Talking positively and increasing investment will change perceptions.

2. Integration with land-use planning policy

Consider responses in the what we have heard report to the Integrated Movement Systems paper. Particularly how respondents have highlighted the lack of supporting policies to deliver integrated movements systems including: no state bicycle plan, no funding mechanisms for active transport to support infill development, cuts to public transport funding etc.

Commit to policies that deliver the transport change needed to support infill development

[What we have heard report - integrated movement systems](#)

3. Bicycle plan/Transport plan

Develop a State Bicycle Plan that maps out a strategic bicycle network. Integrate this with a comprehensive transport plan aiming to reduce mode share for motor vehicles.

4. Lobby the Federal Government for additional funding for active transport infrastructure.