**ATTACHMENT 2**

# A Cycle Park n Ride Project to Increase Use of Public Transport in Adelaide and to further Carbon Neutral Adelaide objectives

**Overall what did the survey find?**

**Is space available for cycle Park n Ride?**

**How much funding is required?**

**What is being proposed?**

**Train Park n Ride**

**Tram Park n Ride**

**Obahn Park n Ride.**

**OVERALL WHAT DID THE SURVEY FIND?**

All levels of government support increasing public transport boardings in South Australia. Linking public transport to walking and cycling, decreasing car dependence and reducing carbon emissions are often stated priorities. In fact there is a strong consensus to achieve these objectives (Attachment 1).

In Adelaide in recent years there has been a huge roll out of free car Park n Ride across the tram, train, Obahn and bus network. There are 10 800 specially constructed places, (DPTI web site accessed 22/02/2016) and many additional curb side and informal spaces available1[[1]](#footnote-1). There are 2100 fee paying car Park n Ride spaces. Car Park n Ride spaces are 93.8% of all Park n Ride (car and cycle, fee paying + free) provided.

**Our survey revealed that there is no cycle Park n Ride infrastructure at 65% of train stations and none at 54% of tram stops**

There are ten fee paying cycle Park n Ride cages installed at stations with capacity for 160 cycles. There are 228 fee paying lockers installed a decade ago across the entire public transport network (including bus interchanges – not surveyed) (Adelaide Metro data). 201 hoops were observed during survey capable of accommodating 402 cycles at train stations, tram stops and Obahn interchanges. (On the Belair train line there are 2 hoops between Goodwood and Belair).

**Free and fee paying cycle and car Park n Ride: gross numbers and percentages**

|  |  |  |
| --- | --- | --- |
| Total all Park n Ride (free and fee, car + cycle) | 12168 | Proportion of total Park n Ride survey 100% |
| Free car Park n Ride (survey stops, stations and Obahn) | 9305 | 76.5% |
| Free cycle Park n Ride | 402 (201 hoops) | 3.3% |
| Fee paying car Park n Ride  (TTP + Entertainment) | 2 100 | 17.3% |
| Fee paying cycle Park n Ride | 361 | 3.0% |

**Cost of cycle Park n Ride, per cycle**

|  |  |  |
| --- | --- | --- |
| One installed stainless steel cycle park hoop with concrete pad (2 cycles)  (free use) | $300 | $150 per cycle |
| One cycle Park n Ride locker  (paid use) | $2 000 | $2000 per cycle |
| One installed secure cycle cage  16 cycles  (paid use) | $30 000 | $1875 per cycle |

**Cost of car Park n Ride, per car**

|  |  |  |
| --- | --- | --- |
| Average one installed car Park n Ride (excluding curb side) | $10000 | $10000 |

**The average cost of providing one car Park n Ride is $10 000 and cycle Park n Ride can be provided for a minimum of $150.**

**Spending on Park n Ride infrastructure in survey area**

|  |  |
| --- | --- |
| 9305 provided free car spaces @ $10 000 each | $93 050 000 |
| 201 hoops free to use (402 capacity) | $60 300 |
| 228 fee paying lockers @$2000 | $456 000 |
| 10 fee paying cages @ 30 000 | $300 000 |
| Cost of cycle Park n Ride provision (fee and free) as a total Park n Ride cost | 0.9% |

Less than 1.0% of spending on Park n Ride in the survey in Adelaide is spent on cycle Park n Ride.

Of Park n Ride *infrastructure* which accommodates either cars or cycles, less than 0.06% of *spending* as a proportion of all Park n Ride spending has been allocated to *free* cycle Park n Ride.

**0.06% is the proportion of funding allocated to FREE cycle Park n Ride compared with FREE car Park n Ride.**

**Our finding overall is that despite the statements of strategic intent by government about linking public transport to cycling (and walking), about reducing car dependence, CO2 and congestion, budgets and actions to link cyclists to public transport and to increase public transport boardings are very minor indeed compared with actions and spending to link drivers/cars to public transport.**

Statements of strategic intent establish priorities. We have found that in the allocation of physical space in the allocation of infrastructure and the allocation of funds, government’s stated priorities are not being comprehensively realised across the public transport system. Words are not becoming actions except in the most minor ways.

**Proposed funding allocation to establish cycle Park n Ride across the public transport network**

On the basis of our findings **we propose** that funding for additional car Park n Ride is halted now and re-allocated to cycle Park n Ride.

**We propose** a minimum allocation of $5.5 million. $5 million is allocated to provide a mix of cycle Park n Ride (hoops, sheltered hoops, [re-worked] lockers, cages) infrastructure to either upgrade or to initiate cycle Park n Ride at all tram stops, train stations and OBahn interchanges.

$0.5 million to be allocated to community engagement which begins to turn around Adelaide’s culture which assumes that people make short suburban trips in cars to public transport and park while people (dressed in lycra?) ride long commutes paralleling tram tracks, train lines and the Obahn route to the city to work or study. There are additional people ready to ride and park their cycles at train, tram and Obahn stops to access public transport. Only a mix of relatively low cost, conveniently and safely located cycle Park n Ride infrastructure is needed.

Cars take up more space, accommodating cars is costly, cars diminish urban amenity, and cold engine starts over short distances are polluting and CO2 emitting. Little human energy is expended driving from home to public transport. Driving is not active travel.

Cycles take up little space, are far less costly to accommodate, have less negative impact on amenity, and are non-emitters of CO2 and other pollutants. They are a popular and accessible form of active travel when safe and convenient infrastructure is in place.

**Is space available for cycle Park n Ride infrastructure?**

Our survey also revealed that space is available within train station boundaries and Obahn parking areas and close to tram stops. Hoops should be introduced or increased in number at all stops, stations and interchanges (although Moseleyy Square stop is challenging and Rundle Mall stop impossible). Lockers can be installed at most and cages at the majority.

**Our survey shows that space is available for increased cycle Park n Ride infrastructure at all but a few tram stops, train stations and Obahn interchanges. No land acquisition is required.**

Apart from the mismatch between the statements of strategic intent, and infrastructure provision for cycling, there is an argument to be had about **fairness**. The working group members feel aggrieved that people who cycle or who want to choose cycling are so poorly supported given the abundant funding support provided to people when driving.

**Most car Park n Ride is provided free. Most cycle Park in Ride is fee paying.**

Most car Park n Ride is provided free. Most cycle Park in Ride is fee paying. In addition cyclists must travel to the city annually to pay for lockers or cages. There is an additional $50 deposit for locker keys. These are not provisions which will maximise active travel and minimize car dependence. All cycle Park n Ride should be free, and all car Park n Ride should be fee paying, and the fees contributed to the improvement of all aspects of public transport.

There are many benefits accruing to redressing the car Park n Ride, cycle Park n Ride imbalance (Attachment 4)

**We recommend three stages of cycle Park n Ride roll out**

**Stage 1** Mixed cycle Park n Ride infrastructure installation

Rapid increase and improvement of cycle infrastructure. Each stop, station and interchange needs assessment and a mix of suitable cycle Park n Ride infrastructure planned for installation. This mix could include hoops, sheltered hoops, (re-worked) lockers, and cages.

Concurrently a culture change and media strategy to change entrenched cultural understanding about Park n Ride is necessary.

**Stage 2** Safe routes to stops, stations and interchanges for people who want to walk or ride.

Following the cycle Park n Ride infrastructure upgrade, planning with LGs and communities to develop convenient, linear, safe routes within a 3 km radius for pedestrians and cyclists to all stops and stations should commence. Information should be integrated into *Cycle Instead* and be prominently displayed on DPTI website.

**Stage 3** Redevelop train stations

This stage should include especially the redevelopment of train stations which our surveyors found often to be in very poor condition (for example, minimal shelter from sun, wind and rain, unsafe to access especially at night, poorly integrated into neighbouring streets, inadequately signed, unattractive, graffitied, very old fashioned, lacking appropriate plantings and generally uninviting places to get to and wait at for public transport.

**Conclusion**

Our survey of cycle Park n Ride and car Park n Ride reveals a systematic lack of interest in cycle Park n Ride in comparison with car Park n Ride in Adelaide.

A significant contribution can be made towards achieving Carbon Neutral Adelaide with the expenditure of $5.5 million dollars. This funding could be found by re-allocating any further funding of car Park n Ride in Adelaide until a mix of cycle Park n Ride infrastructure is installed at every stop and station, and a significant culture change program is implemented in order to assure widespread use.

**Train Park n Ride Findings**

**The Brief Facts.**

Of 89 train stations in Adelaide’s train network, 86 offer free car Park n Ride spaces.

58 of those stations (or 65%) have no cycle Park n Ride spaces.

All Adelaide’s train stations have space to accommodate a minimum of 20 free cycle Park n Ride hoops on platforms or near station entrances. 67 stations have space for cycle lockers and/or cages. Adelaide train stations typically have a lot of space for a mix of additional cycle Park n Ride infrastructure. Land acquisition in not required for additional Park n Ride infrastructure.

Currently, there are 5763 free car Park n Ride spaces on the train network. This number does not include thousands more curb side car parks, occupied by commuters in suburban streets and in informal car parks.

Compare this with 196 free cycle Park n Ride spaces. That is 3.4% of free car Park n Ride capacity.

In addition to the 196 free cycle Park n Ride spaces there are 261 places available for cycle Park n Ride at an annual fee (cages and lockers). No car parking at train stations is offered for an annual, daily or hourly fee.

**The Costs.**

Providing those 5763 free car Park n Ride places cost the tax payer $57.63 million or $10 000 per constructed space. More car Park n Ride is currently being installed, for example at Adelaide Showground station.

The 402 free cycle Park n Ride spaces cost the tax payer $60 300 (or 0.06% of car Park n Ride expenditure).

One cycle hoop installed costs $300 (2 cycles) (extra $500 covered)

One cycle locker installed costs $2000 (1 cycle)

One cycle cage installed costs $30 000 (16 cycles)

One car park installed costs $10 000 (1 car)

**The Conclusions.**

Cycle Park n Ride infrastructure is often inconveniently located and in unsafe places at Adelaide train stations. Cycle Park n Ride capacity distribution across the network is not consistently applied. Cycle Park n Ride is poorly signed and is not promoted.

Many more passengers can be recruited for train travel if the least cost and least space consuming option of providing cycle Park n Ride facilities is systematically installed in safe and convenient places at stations using Crime Prevention Through Environmental Design (CPTED) strategies.

Train stations in the Adelaide network need a mix of conveniently and safely-located cycle Park n Ride facilities, in almost all cases on both sides of the line. A cultural change program is necessary with the systematic roll out of new cycle Park n Ride infrastructure. A cultural change program would engage with the public so that people understand the availability, benefits and opportunities available of cycle Park n Ride infrastructure.

**Policy alignment**

**The *Carbon Neutral Adelaide* consultation asks ‘What actions and investments do you consider are important to achieve Carbon Neutral Adelaide’ (10 2015)?**

*The Moving People Taskforce* (2013) is a report compiled by the Australian Local Government Association, the Australasian Railway Association, The Bus Industry Confederation, The Cycling Promotion Fund, The Heart Foundation, The Planning Institute of Australia, the Tourism and Transport Forum and UITP. The *Taskforce* argues that

Developing an integrated transport network for moving people requires that modes seamlessly connect making journeys convenient and intuitive. Improving access by walking and cycling to public transport stops and stations is a cost efficient way to expand the catchment of public transport.

The *Taskforce* goes on to recommend that ‘All governments should work with active travel stakeholders to improve integration between cycling, walking and public transport’

Cycle Park n Ride will further ‘reduce reliance on the car’ and actively contribute towards a carbon neutral Adelaide, as more people will arrive in the City of Adelaide by train.

**Tram Park n Ride findings**

**The Brief Facts**

Of the 28 tram stops in the Adelaide network, 54% have no cycle Park n Ride infrastructure.

Surveyors counted 235 specially installed free car Park n Ride spaces along the tram line between Moseley Square and Greenhill stops. This number does not include hundreds more curb side car parks, occupied by commuters in suburban streets and informal car parks. There is a 1400 capacity car Park n Ride facility at the Entertainment Centre accessible for $4.00 a day allowing free access to the City by tram.

There are 154 free cycle Park n Ride spaces at tram stops. Hoops are provided for free parking and each hoop accommodates 2 cycles. Free cycle Park n Ride is 65.5% of DPTI provided free car Park n Ride capacity.

**The Costs**

Free to use tax payer funded car Park n Ride places have been provided at a cost of $2 350 000 ($10 000 per constructed car park).

Free tax payer cycle Park n Ride has been provided at a cost of $26 300 (or 0.1% of provided car Park n Ride expenditure).

In addition to the 154 free cycle Park n Ride spaces there are an additional 16 locker places available for cycle Park n Ride at an annual fee. There are no cages at tram stops.

All stops (except Rundle Mall and probably Moseley Square) could accommodate more cycle Park n Ride hoops conveniently and safely located near tram stop entrances. 11 stops between Moseley and Greenhill could accommodate cycle Park n Ride cages. Space for lockers exists at all stops between Brighton and Greenhill.

One cycle hoop installed costs $300 (2 cycles) (extra $500 covered)

One cycle locker installed costs $2000 (1 cycle)

One cycle cage installed costs $30 000 (16 cycles)

One car park installed costs $10 000 (1 car)

**Conclusions**

Cycle Park n Ride capacity distribution across tram stops is not consistently applied. Some have hoops. Some do not. Three stops have lockers. Cycle Park n Ride is not signed and is poorly promoted. Lockers are black and lack identification as cycle Park n Ride. The Adelaide Metro website only mentions lockers location (not availability), and does not mention hoop locations.

**Policy alignment**

The *Carbon Neutral Adelaide* consultation asks ‘What actions and investments do you consider are important to achieve Carbon Neutral Adelaide’ (10 2015)?

The South Australian *Integrated transport and land use plan* has numerous references to ‘increasing park n ride car spaces’ as one way to increase public transport use, and it also claims that

…a key objective is to ensure that public transport, walking and cycling are desired choices of travel for the majority of Greater Adelaide’s population in order to boost public transport patronage and active travel usage, reduce reliance on the car and improve the city’s liveability…In short people want a truly coordinated and customer focussed transport system (2013 92).

Tram stops in Adelaide need a mix of safely and conveniently located cycle Park n Ride facilities ideally placed on both sides of the line. A culture change program is necessary with the systematic roll out of new cycle Park n Ride infrastructure. A culture change program would engage with the public so that people understand the availability, benefits and opportunities available of cycle Park n Ride infrastructure.

Cycle Park n Ride will further ‘reduce reliance on the car’ and actively contribute towards a carbon neutral Adelaide, as more people will arrive in the City of Adelaide by tram.

**Obahn Park n Ride Findings**

**The Brief Facts**

Of the 3 Obahn interchanges in the Adelaide network, all have some cycle Park n Ride infrastructure.

There are 3317 specially installed free car Park n Ride spaces at the three interchanges. This number does not include curb side car parks, occupied by commuters in suburban streets and informal car parks. A total of 3584 cars were observed parked at interchanges on 10/06/2016.

There are 52 free cycle Park n Ride spaces across the OBahn network. Hoops are provided for free parking and each hoop accommodates 2 cycles. Free cycle Park n Ride is 1.9% of free car Park n Ride capacity.

**The Costs**

Free to use tax payer funded car Park n Ride places have been provided at a cost of $33 170 000 ($10 000 per constructed car park).

Free tax payer cycle Park n Ride has been provided at a cost of $15 600 (or 0.05% of provided car Park n Ride expenditure).

In addition to the 52 free cycle Park n Ride spaces there are an additional 84 places available for cycle Park n Ride at an annual fee (cages and lockers). 700 car park Park n Ride spaces are offered at $2.00 a day.

All interchanges three Obahn interchanges could accommodate many more cycle Park n Ride hoops, cages and lockers, within existing Park n Ride facility boundaries. Increasing cycle Park n Ride infrastructure would not require the appropriation of valuable land or further parkland appropriation.

One cycle hoop installed costs $300 (2 cycles) (extra $500 covered)

One cycle locker installed costs $2000 (1 cycles)

One cycle cage installed costs $30 000 (16 cycles)

One car park installed costs $10 000 (1 car)

**Conclusion**

Cycle Park n Ride infrastructure at Obahn interchanges is often inconveniently located and in unsafe places. Cycle Park n Ride is poorly signed and appears to be entirely un-promoted on websites or social media. Lockers provide no indication that they are cycle Park n Ride infrastructure and need re-working and to be retained.

**Policy alignment**

The *Carbon Neutral Adelaide* consultation asks ‘What actions and investments do you consider are important to achieve Carbon Neutral Adelaide’ (10 2015)?

All interchanges in the Adelaide network need a mix of conveniently and safely located cycle Park n Ride facilities located according to Crime Prevention Through Environmental Design (CPTED) principles. A culture change program is necessary with the systematic roll out of new cycle Park n Ride infrastructure across the public transport network. A culture change program would engage with the public so that people understand the availability, benefits and opportunities available of cycle Park n Ride infrastructure.

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The *Taskforce* goes on to recommend that ‘All governments should work with active travel stakeholders to improve integration between cycling, walking and public transport’.

Cycle Park n Ride will further ‘reduce reliance on the car’ and actively contribute towards a carbon neutral Adelaide, as more people will arrive in Adelaide by bus.

1. This is the working group’s understanding of the car Park n Ride numbers. There are 10 800 car Park n Ride spaces across the tram, train, Obahn and bus networks – and growing (DPTI website 1/09/2016). There are 9305 car Park n Ride spaces at tram stops, train stations and 3 Obahn interchanges included in our survey. The difference between the total DPTI number and the number of car Park n Ride in the survey (1 595 spaces) is understood to be the number of spaces at bus interchanges at Aberfoyle Hub, Crafers, Mt Barker, Golden Grove, Klemzig and Old Reynella. We have assumed that the 700 fee paying spaces at Tea Tree Plaza and the 1200 spaces at the Entertainment Centre are outside the 10 800 number. We also understand that more free car park spaces have been provided since DPTI first published the 10 800 number. Percentage calculations have been calculated using the 9305 car Park n Ride number. [↑](#footnote-ref-1)