

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



"The Port BUG"

To: Minister Stephan Knoll.
Transport and Infrastructure,
Housing and Urban Development,
City of Adelaide & Local Government.

12th September, 2018.

Dear Minister,

The Port Adelaide Bicycle User Group has been working for over 3 decades to ensure the development of an effective and secure *off-road bicycle and Active Transport network* across the Port Adelaide/Enfield council area. Council is currently 3 years into the completion of a 5 year [Local Area Bike Plan](#) (concluding in 2020) to construct this Network. There are several key projects still to be completed in this plan, as well as many smaller works that will improve security and connectivity for bicycle users, pedestrians and those dependent on mobility devices.

On page 124 of your Governments recent budget papers, mention is made of funding reductions through:

'rationalisation of lower priority services, including a reduction in... grants provided to local councils for cycling paths'.

The PortBUG is concerned that these funding cuts may now seriously impede PA/E Council's ability to implement and complete our Bike Plan and establish the balanced and integrated transport network we've worked towards for so many years.

The Port Adelaide/Enfield Council has made consistent use of the State Bicycle Fund for matched funding to implement the current Bike Plan since its inception in 2015 (we understand \$68,500 in 2014/14, \$68,700 in 2015/16 and \$164,000 in 2016/17). It will continue to rely on the SBF to complete several key projects and many smaller works required before the Plan concludes in 2020. Implementation of this Plan is essential for the many Port Adelaide/Enfield constituents facing personal mobility and road-safety challenges, particularly those associated with the major increase in heavy vehicle use predicted with new and expanding industries and freight activity on the LeFevre Peninsula!

To the best of our knowledge, the SBF is the only source available to local government for the matched funding usually required in developing new and secure shared-use pathways and for projects such as kerb ramps, secure road crossings, safety and interpretive signage and similar small-to-medium size projects. All of these play significant roles in facilitating Active Transport - that is, local-area bicycle use, riding and walking to shops and school, and safe travel for those dependent on wheelchairs and mobility devices.

Active Transport is emerging as a crucial factor in the personal and economic health and social resilience of our community. It's just about the only really effective tool we have left to stave off the overwhelming social and economic burdens of obesity and less active lifestyles, particularly for younger folk.

Here in The Port we have also seen clear evidence that access to secure Active Transport options is a significant component in ensuring social equity for those unable to invest in or use a private car. For many residents access to education, employment, recreation and shops and services is increasingly dependent on secure and efficient daily use of the bicycle, particularly over distances

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up to 8-10km. For those with disabilities and our aging residents the Ports new shared use pathways are very clearly providing active travel options not previously available! For all of these residents the PA/E Council's capacity to fully implement its Bike Plan and to construct and deliver an effective Bike Network is an issue of the highest priority!

To facilitate our work with Council in prioritising projects out to 2020 we request that you clarify the ongoing status of the State Bicycle Fund - specifically:

- **what has been the quantum of the SBF as administered by DPTI?**
- **will the SBF continue to be available to PA/E Council to assist in the implementation of its Bike Plan?**
- **do you intend reducing the funding available via the SBF over the 2018-19 and 2019-20 financial years?**
- **if the SBF is to be reduced, what *other* funds might our Council draw on to assist in the implementation of its Bike Plan?**

Adelaide very obviously still has a long way to go before it qualifies as a 'bike friendly' city. A great deal of additional long-distance bicycle infrastructure is still required as well as a myriad of works *at a 'local' level*. Because the latter remains the responsibility of Local Government it is extremely important that councils continue to have access to the SBF in their efforts to make roads, reserves and public spaces bicycle and pedestrian-friendly. We would be grateful for any clarification you can offer with regard to future provision of this funding.

Yours sincerely,



Sam Powrie,
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