

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



"The Port BUG"

City of PA/E Proposed Integrated Transport Planning (2019/20): Key Issues & Recommendations for Community Cycling & Active Transport.

Key Issue #1. 2018 Budget Outcome & Current Bike Plan Funding:

In the recent State Budget the State Bike Fund has been reduced to \$300,000 for the 2018-19 f/year. SBF funds available for Council's Active Transport development & Bike Plan implementation will now be *less than 50%* of what's been available over past years!

Recommendation: That PA/E Council:

- make active representations to the State Government for restoration and increase of the SBF
- take every initiative to draw on the existing SBF in implementing the current Bike Plan over 2019 and 2020
- canvas alternative sources of funds to complete the current Bike Plan, particularly with regard to major projects such as the:
 - Sudholz Road bikeway
 - completion of Semaphore Road Bikeways ('Stage Two' west of Military Road)
 - a linkage between Ottoway and the Outer Harbor Greenway (via Rosewater Rail Reserve)
 - Council-funded works associated with the PREXY, Gawler Greenway and the Northern Connector bikeways.

Key Issue #2. Public commitment to Active Transport, community bike use & Integrated Transport Planning.

PortBUG supports the notion of an Integrated Transport Plan. However Active Transport and Cycling can only play effective roles within this system if they are accorded their appropriate priority and place in *practical* terms – provision of sufficient road and reserve space, planning and development effort, and most importantly investment commitment. We are concerned that in any move to an Integrated Transport Plan, there be real and practical goals and outcomes for Active Transport users! How to ensure that Active Transport and cycling *is* addressed effectively in the proposed post-2020 Integrated Transport Plan will of course be a significant challenge. To ensure this occurs PortBUG makes the following recommendations:

Recommendation:

PortBUG recommends that every effort be made to ensure that the building of a comprehensive and effective PA/E Active Transport and Cycling Network is based on a *shared and broad-based vision* between the Council and the PA/E Community.

We recommend that:

- the new Integrated Transport Plan *clearly identify the specific roles* that Active Transport and cycling *must play* in a transport system and *for which constituents*
- the City of Port Adelaide/Enfield develop and adopt an Active Transport Policy that clearly states its commitment to *the economic, social and environmental value* of an effective and comprehensive Active Transport and Cycling Network across the entire Council area
- a shared vision for Active Transport be developed across both Council & Community through focused strategies including support for active and online community participation in network planning, priority setting and development of the finer-grained aspects of the Network such as 'routes to schools', facilities for people with disabilities, PortCBD access and provision of bicycle and Active Transport facilities across the entire PA/E Area
- every effort be made to ensure *all* stakeholders are engaged and involved in the development of the proposed Integrated Transport Plan. We recommend that *specific*

consultation frameworks be established to ensure an effective voice for people with disabilities, children and families riding to school, shops, sport and local services and older folk as well as those living in all of the specific locations within the PA/E Council

- a number of useful *promotional, behavioral and culture-change goals* and strategies identified in the current Bike plan and *not yet implemented*, be restated or redeveloped in the new Integrated Transport Plan and then appropriately addressed.

Key Issue #3. Development of a 'Next Steps' Agenda: We believe that Council will need to pursue a *'next steps' or 'next level' agenda* in any new bicycle planning after 2020. Over the last 3 years the current 2015-20 Bike Plan has inevitably developed some of the more obvious possibilities in the PA/E Bike Network. Despite the significant and very positive impact these works have had, a number of these more obvious options are still to be addressed and need to be carried over into any new Plan. Of more importance, a new Integrated Transport Plan should be seen as an opportunity for a *significant 'step up'* to a new level of thinking and attention to detail in ongoing Network development!

Recommendation: The PortBUG recommends that these 'next levels' now focus on a *wider range* of continuity and connectivity options, community engagement possibilities and traffic management initiatives including:

- completion of all 'trunk' bicycle route facilities identified in the current PA/E Bike Plan (including a secure, off-road link between the Outer Harbor Greenway and Ottoway along the Rosewater railway reserve)
- a systematic approach to development of 'routes to schools' or *school and child-focused bicycle access networks*
- identification of *new network possibilities* via a functional and finer-grained *destination-based review* of the PA/E Bike Network aimed at extending and consolidating its efficiency, accessibility and 'reach' as an 'Active Transport Network'
- ensuring key linkages *across Council boundaries* to adjacent bike networks within neighboring Councils - the City of Charles Sturt, City of Salisbury and City of Adelaide
- increased liaison and planning interactions with DPTI's railway division, ANI etc to ensure *resolution of specific network development* issues at Osborne, Ottoway and elsewhere
- improving and upgrading existing high-profile & on-road *'trunk' bicycle routes* (such as Semaphore Road, Grand Junction Road, Grand Trunkway, Cormack Road and other main roads in the PA/E Council area)
- tackling key Active Transport issues *within and around the PortCBD*, including the longer-term role of Lipson Street South and secure and convenient Active Transport access to the shops and services in the Port CBD
- resolving bicycle access along the Mersey Road Bikeway and the tourism possibilities of bicycle access along the Port River
- improving bike parking & Active Transport access at rail stations on the Outer Harbor line
- development of Active Transport promotion and support projects aimed at increased participation for *all* the PA/E Area.
- lowering speed limits in key precincts throughout the Council area.

Key Issue #4: Establishing shared vision & commitment for Active Transport within Council:

PortBUG believes that development of an effective Active Transport Network cannot be left to the Council's transport and 'works' divisions alone! We are aware that Council has responsibility for a broad range of community issues and outcomes, including issues of relevance to younger and older

folk, people with disabilities and those on lower incomes. These include issues of social and economic equity, resilience and sustainability, access to healthy transport and exercise options, as well as provision of safe and sustainable transport and social environments.

PortBUG believes that Council's commitment to development of an Active Transport Network now needs to be embraced across *all* relevant areas of Council responsibility – transport planning and engineering, individual and community health, welfare, youth and the aged, disability, community resilience, public safety, access and equity, public engagement, media and promotions and environment and sustainability. Active Transport use has potential for positive outcomes across all these areas of Council responsibility! PortBUG believes that a truly useful Integrated Transport Plan - one capable of generating the profound community benefits offered by Active Transport - will demand a much more 'joined up' approach within Council than has been evident to date.

Recommendation: That development of an Integrated Transport Plan embrace a holistic approach to Council's responsibilities and the broad range of issues that might be addressed by such a plan. All relevant areas of Council should be required to participate in the development of an Integrated Transport Plan and identify key outcomes and possible strategies relevant to their particular area of responsibility. An Integrated Transport Plan *should include* development of an *implementation strategy* that demands a degree of *ongoing commitment and participation* from all relevant areas of Council responsibility.