

**Hon Corey Wingard MP**



**Government  
of South Australia**

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Mr Sam Powrie  
Secretary  
Port Adelaide Bicycle User Group

By email: [portadbug@gmail.org](mailto:portadbug@gmail.org)

Dear Mr Powrie

Thank you for your recent correspondence regarding investment in active travel networks.

After receiving your correspondence, I asked the Department for Infrastructure and Transport (DIT) for advice about this matter.

The state government invests several million dollars each year towards walking and cycling infrastructure, awareness and education campaigns. Recent significant investments include \$3.57 million in 2019-20 and a budgeted \$5 million investment in 2020-21 to further expand cycling infrastructure across the state and encourage more people to ride.

DIT has advised that it continues to invest in active travel networks, not only through the State Bicycle Fund, but as part of major infrastructure projects. Since July 2018 there has been approximately 47.8km of new or upgraded bicycle paths built. Cycling-specific standalone investments contributed towards sections of the Gawler Greenway (5.9 km), the Grange Greenway (0.7 km) and Frome Street paths at North Adelaide (0.95 km).

The Outer Harbor Greenway has been a significant achievement. As part of the Northern Connector motorway project, the Marshall Government delivered the 21.7 km Tapa Martinthi Yala shared use path between Northern, Bolivar and Southern interchanges and the 6.1 km Port River Expressway path. The Northern Connector Project team, in conjunction with the City of Salisbury and the City of Port Adelaide Enfield, had a clear focus on providing as many urban connections as possible to the Tapa Martinthi Yala path to increase the uptake in everyday cycling trips.

Connections now exist to the Little Para River Trail, the Dry Creek Trail and the Gawler Greenway, making use of the existing Port Wakefield Road and Salisbury Highway culvert underpasses. The final section of path recently opened and has created approximately 43kms of continuous paths from Gawler to Port Adelaide, and linked the Gawler Greenway to easy access into Adelaide's CBD.

The Flinders Link rail extension project is currently under construction, which will include a new Flinders Greenway. This is an integrated shared path adjacent to the rail line to the new Flinders Station. Lift and stair facilities will also be available on either side of Main South Road and can be accessed via the pedestrian and cycle paths at surface level as part of the Darlington Upgrade Project.

As part of the recently announced \$10 million planning package, the Marshall Government is procuring the planning studies necessary to realise more active travel corridor improvements. The studies will produce designs and business cases for the Grange Greenway and the Gawler Greenway from Mawson Lakes to Gawler.

In conjunction with the Capital City Committee, concept designs and an investment plan are being procured to improve connections to the CBD cycling network. DIT is also continuing to work with the City of Adelaide, in a \$12 million partnership, towards Council's completion of sections of separated bikeway routes in the CBD.

Infrastructure SA's 20-Year State Infrastructure Strategy sets out the strategic direction and initial priority for infrastructure development in South Australia, including active travel networks. It identifies that a more strategic approach is needed for active travel. Future priorities include improving connectivity to, between and within the CBD and other key economic precincts, and that investment should be prioritised to improve the accessibility of these precincts with non-capital or low-capital solutions being explored before committing to new builds.

I trust this information is of assistance.

Yours sincerely



**Hon Corey Wingard MP**  
Minister for Infrastructure and Transport

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