



THE BICYCLE INSTITUTE OF SOUTH AUSTRALIA
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Cycling for the Environment, for Health, for Pleasure

16 March 2017

The Honourable Stephen Mullighan MP
Minister for Planning, Transport and Infrastructure
GPO Box 1533
Adelaide, SA, 5001

Dear Minister

Progress on implementing the Citizen's Jury recommendations

Congratulations on your implementation of key recommendations of the Citizens Jury report, *Sharing the Roads Safely*.

Implementing the recommendation to allow cycling on footpaths is particularly appreciated because of the political courage that implementation required. This, and the specification of safe passing distances, have made cycling safer in South Australia and hopefully encouraged more South Australians to ride more often.

Another welcome feature of the implementation program was the production of implementation reports. This demonstrated the sincerity of the government in wanting to see as much as possible of the Jury's report implemented.

However the last such report is dated May 2016 and at that stage there were a number of items that were "progressing" or "delayed or under review". (A summary table from the last implementation report is attached.) Furthermore, some of the recommendations that have been labeled as "achieved" were to trial ideas. We are keen to see the outcomes of these trials, and to know whether they will be implemented over the longer term.

We fear that without the prod of a regular report, normal bureaucratic habits might have resumed and that the remaining recommendations will become forgotten. We have searched press releases since May and found no further reference to *Sharing the Roads Safely*. Therefore we are keen to see a new report on the implementation of the recommendations.

The three recommendations the implementation of which is described as "progressing" are all items that will necessarily continue indefinitely:

- Make cycle paths/lanes continuous
- Extend and connect existing Greenways and bike tracks
- Establish new Greenways and bike tracks

We would like to hear about new infrastructure that progresses this. The Department is definitely hiding its light under a bushel in this regard. If we were told about it, we could tell the cycling community. For example, our monthly newsletter always begins with photos of infrastructure. Our preference is for new infrastructure that we can tell people about and celebrate. But we only find out about it if we see it ourselves, or other cyclists draw it to our attention.

I would be happy to discuss how to improve communication between the government and the cycling community and look forward to your response.

Yours Sincerely,

A handwritten signature in black ink that reads "Fay Patterson".

Fay Patterson, BE MAITPM
Chair

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Citizens' Jury #2: "Sharing the roads safely"

Final report to 31 March 2016

The 'Cyclists and Motorists' Citizens' Jury presented its recommendations in November 2014. The Government released its response to the recommendations in January 2015 and a commitment to publicly report on progress quarterly through the YourSAy website. This is the fourth and final progress report.

Achieved
 Progressing
 Delayed or under review

	Summarised Citizens' Jury Recommendation	Government Response	Status Update (Dec 2015)
1	Legislate to define overtaking space between a vehicle and a cyclist as one metre <ul style="list-style-type: none"> • New cycling laws came into operation 25 October 2015. See http://www.mylicence.sa.gov.au/ 	Support	
2	Trial an integrated safe cycling and road rule education program <ul style="list-style-type: none"> • A pilot program has been developed and tested in schools 	Support	
3.1	Change the driver's license process - combine two handbooks <ul style="list-style-type: none"> • The Driver's Handbook now includes road rules for cyclists 	Support	
3.2	Change the driver's license process – amend the learner's test <ul style="list-style-type: none"> • The learner's theory test now includes questions on bicycles 	Support	
3.3	A trial focussed on informing people about road rules via flash screen <ul style="list-style-type: none"> • EzyReg (the online vehicle registration renewal website) now includes a road rules quiz 	Support	
3.4	Trial opportunities to update road rules knowledge <ul style="list-style-type: none"> • See 3.3 	Support	
4	Legislate to allow cycling on footpaths for all ages <ul style="list-style-type: none"> • New cycling laws came into operation 25 October 2015. See http://www.mylicence.sa.gov.au/ 	Support	
5.1	Make cycle paths/lanes continuous <ul style="list-style-type: none"> • Concept planning for this work is substantially complete. This represents ongoing work for the State and Local Governments 	Support	
5.2	Maintain bike lanes, cycle paths/ routes regularly <ul style="list-style-type: none"> • This is included in DPTI maintenance contracts. DPTI has promoted both the 24/7 'mobiles get charged' 1800 018 313 <i>Arterial and Motorway Road Hazard Reporting Service</i> and LGA's <i>My Local Services App</i> 	Support	
5.3	Apply a realistic standard width for bike lanes <ul style="list-style-type: none"> • Wherever possible, nationally accepted AUSTRROADS road design guidelines on bicycle lane widths are applied in new and existing road upgrade projects 	Support	

5.4	<p>Plan for cycle paths and lanes in future roads</p> <ul style="list-style-type: none"> The requirement for development to ensure safe, convenient and attractive cycling routes and end of trip facilities is included in the South Australian Planning Policy Library Version 6, (General Section, Transportation and Access, Cycling and Walking) 	Support	
5.5	<p>Extend and connect existing Greenways and bike tracks</p> <ul style="list-style-type: none"> In the State budget (18 June 2015) the Government committed \$6.5 million over four years for bike boulevards and greenways. Councils can apply for funding and applications will be looked at as part of the assessment process. This represents ongoing work for the State and Local Governments 	Support	
5.6	<p>Establish new Greenways and bike tracks</p> <ul style="list-style-type: none"> See 5.5 	Support	
5.7	<p>Construct bike cages at public transport interchanges</p> <ul style="list-style-type: none"> Bike cages will be included in the scope of works for major interchange upgrades. As no upgrades are currently being delivered no bike cages are scheduled for installation 	Support	
5.8	<p>Trial the installation of bike racks on the front of buses</p> <ul style="list-style-type: none"> This project had been delayed and is now under review for implications to design regulations and operational impacts. This review should be completed by June 2016 	Investigate	
5.9	<p>Install green bike storage boxes at major intersections</p> <ul style="list-style-type: none"> Councils can apply for funding for this type of treatment through the State Black Spot program – Bicycle Projects. Councils' applications will be looked at as part of the assessment process 	Support	
6	<p>Conduct field trials of bike lane markings</p> <ul style="list-style-type: none"> The field trial of audio tactile line markings (ATLM) along sections of Portrush Road is complete. Pre and post implementation data is being compared to determine the success of ATLM as a tool to assist in greater separation of vehicles and cyclists. The evaluation is expected to be completed by late April. 	Support	
7	<p>Conduct trials of reduced speed and altered traffic flow</p> <ul style="list-style-type: none"> The authority for speed and traffic flows on local roads, including those in the Adelaide CBD, rests with the relevant council. Government supports safer speed limits and encourages local councils to modify the road network to ensure road safety. Adelaide City Council is focussing on street design treatments in alignment with the <i>Adelaide Design Manual</i> and the <i>Smart Move</i> strategy to calm traffic through physical measures. The <i>Smart Move</i> strategy includes reducing speed limits in city streets over time with special emphasis on residential areas. DPTI has been working with councils to conduct the <i>Adelaide Hills Council Area Speed Limit Review</i>. Periodic speed limit changes around the Adelaide Entertainment Centre (AEC) precinct have been initiated by both DPTI's Traffic Management Centre and event 	Investigate	

	<p>organiser feedback. Changes include deployment of variable speed limit signs.</p> <ul style="list-style-type: none"> • Operation Moving Traffic focuses on the movement of people and goods and is looking at a better and more integrated approach to managing our road network that makes the best use of our existing roads and helps resolve competing interests for available road space, including for cyclists. It focuses on short term, low cost options to improve the efficiency and safety of our traffic networks to reduce travel times for all road users, improve the flow of traffic and provide more certainty for people looking to simply get from A to B. Operation Moving Traffic will introduce the development of Moving Traffic Plans that aim to address competing priorities for road space, for different times of the day, in partnership with local government and other stakeholders. 		
8	<p>Collaborate to deliver a road safety campaign</p> <ul style="list-style-type: none"> • The campaign will be launched by the Minister for Road Safety on 17 April and go live across television, radio, digital and outdoor mediums that day 	Support	
9	<p>Establish an annual "safe cycling environment" award for Councils</p> <ul style="list-style-type: none"> • The awards will be launched at the Local Government Association's Ordinary General Meeting on 15 and 16 April. Award nominations will open on 2 May 2016 and close on 3 September 2016 with the recipients announced at the LGA's Annual General Meeting in October 2016 	Support	
10	<p>Continue and enhance initiatives relating to visibility</p> <ul style="list-style-type: none"> • MAC continues to deliver its Be Safe Be Seen cycling safety education program throughout South Australia (in partnership with Bike SA). The program is designed for riders of any experience level and delivers safety information through theory and practical sessions to workplaces • During 2015/16, MAC has continued to use its cycling partnerships - with the Tour Down Under, Ride Like Crazy and the South Australian Sports Institute Cycling Division - to promote cycling safety messages to riders and vehicle drivers • This represents ongoing work for MAC 	Investigate	