

2018 State Election

Investment in cycling: Let's get serious

As an advocacy body working to support the wellbeing of everyday riders, we ask all political parties and candidates in the upcoming state election to commit to the five proposals below, and provide a response to the bike riding community explaining your position on funding cycling for transport (e.g. to school, work and shops).

In these proposals, we ask that you invest in a Safe Cycling Network for Adelaide and for all South Australians. For our state to come anywhere close to realising the health, economic and social benefits that stem from broad-based daily bicycle use, we need to see a rapid and major increase in infrastructure investment and effort.

These proposals were formed after analysing the Budget 2017/18 papers from a cycling perspective (complete analysis available at <https://bicycleinstitutesa.com>). We strongly believe what is funded, reported on and discussed in the Budget provides the clearest picture of a Government's priorities. Whilst BISA recognises there has been some good work to promote cycling in recent years (including new legislation), reading of the Budget papers makes it clear why cycling remains stagnant [1] while driver numbers increase.

1. Invest \$75 million each year for 4 years to fund priority cycle infrastructure

Yes, that's right. \$75 million. Sound a lot? **This is ONLY 5% of the total investment** made by the Department of Planning, Transport and Infrastructure (DPTI) in the Budget 2017/18. As approximately 2% of South Australian's commute by bike, and many more ride for recreation, allocation of this 5% will encourage growth in cycling numbers. Many of the bike facilities, such as arterial road crossings, will also help pedestrians.

Where did DPTI's funding go in 2017/18? DPTI invested \$1.499 billion into new and existing projects [2]. Of this, **nearly \$1 billion was invested in new road projects or road improvements** (includes Commonwealth contributions). Some of this went to cycling infrastructure along major roads (e.g. parts of South Road) and has resulted in a nearly completed Outer Harbor Greenway – which is great. Apart from this, the **only investments named and specifically directed to cycling infrastructure were a new bridge on the Mike Turtur (Adelaide-Glenelg) Bikeway** (over the railway line at Goodwood), to date **not delivered**, and a small amount for cycle park 'n' ride facilities. Although not visible in the Budget papers, \$2.2 million was made available in 2017/18 for bike boulevards and bikeways (when 50% co-funded by councils). As a comparison, one roundabout upgrade received \$3.6 million.

So, \$75 million a year for 4 years. Our proposals on how to allocate this investment follow.

2. Complete SA bike riders' Top 10 infrastructure priorities by 2022 (with councils)

After consultation with Adelaide's cyclists, the following were voted as their top 10 priorities. We ask a future state government to do whatever is needed to finalise these projects.

1. Extend Frome Bikeway to the River Torrens
2. A safe route along North Terrace
3. East-west bike route through the city
4. Signage on the River Torrens shared use path
5. Park Lands boundary route
6. Winston Avenue Bikeway
7. Greenway from Ascot Park to Flinders Medical Centre
8. Gawler Greenway
9. Greenhill Road bike lanes
10. Connection between the Crafers Bikeway and the Bikedirect Network.

More detail at <https://bicycleinstitutesa.com/our-top-10-infrastructure-projects>

3. Directly fund the Metropolitan LGA's Cycling Strategy, and direct \$10 million per year to local bicycle infrastructure

Councils have bike plans on the shelf doing nothing. Progress on the Metropolitan LGA strategy [3] isn't much better. We call on the state government to remove council's 50% funding obligations for Metropolitan Cycling Strategy projects for 4 years and directly fund these instead; and to complement this with \$10 million directed into infrastructure supporting local cycling to schools, shops and sporting facilities. All of these projects align with state government priorities and are being delayed by council funding requirements.

4. Commit a yearly budget to improve the safety of cyclists on DPTI roads

Share the responsibility. Make arterial roads safer for bikes by allocating a yearly budget to:

- resurface bike lanes such as Port Road that are in severe disrepair
- adjust intersections to ensure cycle lanes travel into, through and out of the intersection
- reduce speeds
- install more safe arterial road crossings
- legislate against road works signs unnecessarily blocking bike lanes
- remove car parking in bike lanes
- enforce the 1m laws
- add signage on road regarding 1m laws (including 'pinch' points).

5. Delegate a DPTI 'program' to active transport. FUND it and REPORT on it!

The Budget papers show DPTI's responsibilities are split into 7 programs (Divisions) that require considerable reporting, making them visible and highlighting their importance. Cycling and walking, unlike public transport and roads, do not have a program of their own. As a result, cycling was only mentioned once in all 7 reports; cycling for transport was not mentioned at all. We recommend a future government delegate a 'program' (create a division) to active transport (cycling and walking). FUND it and REPORT on it.

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References

- 1. What's happening to cycling levels?** <https://www.bicycleinstitutesa.com/wp-content/uploads/2017/11/201711-cycling-levels-post.pdf>
- 2. Budget paper 4 Vol 3 – Agency statements includes DPTI, pp. 77-79**
https://service.sa.gov.au/cdn/statebudget/budget201718/pdfs/budget/2017-18_agency_statements-volume_3.pdf
- 3. Metropolitan LGA Cycling Strategy**
<https://www.lga.sa.gov.au/webdata/resources/files/Metropolitan%20Local%20Government%20Group%20Cycling%20Strategy.pdf>