

From: **Nadia Clancy** <nadia.clancy@alpsa.org.au>

Date: Fri, 3 May 2019, 09:04

Subject: Re: Boothby: request for access to Aus Rail Track Corp land

To: Fay <fay.patterson@bisa.asn.au>

Dear Fay

Thank you kindly for your email to Nadia.

We appreciate you taking the time to get in touch with us regarding this important matter.

We have placed a request through to our campaign headquarters for this request.

In addition, if Nadia is fortunate enough to be elected as the representative for Boothby she would be happy to help facilitate communication between the federal government, the ARTC and Bicycle Institute on behalf of the residents of boothby on this matter.

Kind regards

Team Nadia Clancy
Labor for Boothby

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On Wed, Apr 24, 2019 at 4:54 PM Fay <fay.patterson@bisa.asn.au> wrote:
Dear Ms Clancy,

For over 40 years, the Bicycle Institute of SA has been our state's peak group advocating for cycling for transport. We were pleased to recently see Anthony Albanese MP's recent announcement for funding of cycle paths on a nationwide basis. However, there is an ongoing issue within the seat of Boothby which I would call upon you to address.

Essentially, there are few good routes through the Boothby area for cycling, due to the topography. An obvious and significant opportunity is constructing a bike path alongside the rail line, within the maintenance corridor. This approach has been used to create high-quality cycle paths beside metropolitan Adelaide's train lines. Designs for these feature fencing to maintain safety and security of the rail line. Unfortunately, the rail line through the Adelaide Hills is under the control of the Australian Rail Track Corporation (ARTC) – a Federal authority, and one that has refused to allow Councils to use its rail corridor, instead attempting on several occasions to block historic walking access.

In Boothby, this attitude also prevents an emergency escape route being created in the Hills in the event of a bushfire – bike paths in rail corridors provide rail service and emergency vehicle access, and could be used in emergency conditions for local car access. The Adelaide Hills Bike Plan also identifies that a route beside the rail line could link Belair to Stirling, providing both recreation opportunities for Hills residents and increasing the cycle tourism offer in a region that is already the predominant destination for cycle tourists in Australia.

The Bicycle Institute would welcome the news that a Labor Federal government would review ARTC's charter to allow Councils reasonable access to and use of the maintenance corridor. While our members would welcome this as a complement to the recently announced cycle path funding, we are sure your other constituents would welcome a new emergency escape route for Boothby residents in the event of a bushfire – this having been an issue which has been of considerable interest in recent years, especially with climate change leading to increasing fire risks.

Regards,

Fay Patterson, MAITPM
Immediate Past Chair

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