



8 April 2022

Cycling Strategy, Department for Infrastructure and Transport
GPO BOX 1533
Adelaide SA 5000

Response to 2022-2032 Cycling Strategy for South Australia

Thank you for the opportunity to provide feedback on the *Cycling Strategy for South Australia* (the 'Strategy').

I am responding as State President of the South Australian chapter of the Australian Institute of Landscape Architects (AILA).

AILA is the peak national body for landscape architecture representing over 2,500 members across Australia, championing quality design for public open spaces, stronger communities, and greater environmental stewardship.

AILA anticipates and develops leading positions on issues of concern to landscape architecture, and alongside government, we work to improve the design, planning and management of the natural and built environment.

The importance of the Strategy cannot be understated – it is the leading document coordinating the collective effort of numerous agents encompassing the aspirations and endeavors for cycling across South Australia.

The Strategy '*...is a state-wide strategy. It outlines our vision for riding in South Australia and builds on our previous successes and achievements*'.

The vision is supported, as are the four objectives outlined.

We note there is, under '7 Cycling Success', a list of achievements which we would argue is not part of the Strategy and cloud the vision and objectives. Whilst acknowledging much has been achieved, there is still much more to consider. We commend the recent investments outlined on page 19.

Whilst there has been a boom in people buying bicycles, as the Strategy outlines, it is disappointing that there are no statistics on cycling within broader movement patterns, and this could be included to strengthen the Strategy. How many trips are taken by bike for commuting every day? Why are so few riding bikes to get to work? How are outer suburbs catered for? Are people riding for recreation more often? If so, how often?

Pointing out our professional cycling facilities, including 'world class facilities' is arguably not relevant to more people riding bikes more often.

The critical aspect of cycling in South Australia is to realise that our active transport network has many missing connections, is a small part of the overall movement of South Australians, and as the Strategy outlines, currently estimates 59% of bicycle riders are 'no way, no how'.



AILA SA considers the Strategy requires further detail in the following critical areas:

1. **Identify the barriers to people riding bikes.** There is plentiful research that proves that riding bikes is good for the economy, good for our health, good for society, and an excellent zero emissions climate mitigation. The Strategy partly outlines benefits, however, does not consider why less than 1-2% of all trips are by bike – a good clue is the 59% who are not riding under any circumstances.
2. **Prepare targets to address the barriers.** There is ample evidence that the 59% of people who would ride if it were safe, easy, convenient, and enjoyable if the infrastructure supported this. Separation of people riding bikes from people in cars is a good start, as are clear targets to increase the modal split across all modes.
3. **Develop an Active Transport Strategy.** This must consider, align, and combine with the South Australian Walking Strategy, recently released with little or no reference to cycling. It would consider active methods of travel, including riding or walking to public transport, and shared use paths and other infrastructure as part of broader health outcomes.
4. **Invest in high activity and potential high activity corridors.** Align an investment program to address many of Adelaide's missing links, poor connectivity, dangerous intersections, and make the system easy to use and safe and convenient. This must build on the Greenways investments, however, genuinely consider the broken connections, quality of experience, and a bigger focus on behaviour change.
5. **Ensure all major State funded capital works projects include active transport targets.** This applies to all infrastructure projects, to ensure that South Australia commits to actively supporting behaviour change in how we move about – new roads in particular are focused on moving vehicles, less so people who would walk or cycle.
6. **Integrate and consider relevant Government policies.** This includes targets from the 30 Year Plan for Greater Adelaide, ODASA's Principles of Good Design, the Climate Change Action Plan, the Healthy Parks Healthy People Plan 2021-2025, amongst many others. We note the current Integrated Transport and Land Use Plan dates back to 2013.
7. **Consider state-wide and consistent design guidance for all cycling infrastructure.** There is no current standard for separated bikeways in Australia, and design guidance is limited. Many councils, such as the City of Adelaide, have in the past prepared design guidance on standardised approaches.

We would welcome the opportunity to discuss our feedback or provide more detailed commentary to further explain the feedback above.

Thank you again for the opportunity to be involved with this consultation process.

Sincerely,

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State President, Australian Institute of Landscape Architects