

FEDERAL FUNDING FOR CYCLING AND WALKING INFRASTRUCTURE

Completing Adelaide's Green Travel Corridor Network

Local councils involved

Council	Electorate	MP
West Torrens	Kingston	Steve Georganas
Unley	Adelaide	Kate Ellis
Adelaide	Adelaide	Kate Ellis
Charles Sturt	Kingston	Steve Georganas
Port Adelaide/Enfield	Port Adelaide	Rod Sawford
Salisbury	Wakefield	David Fawcett
Gawler	Makin	Trish Draper

Description of the Project

Adelaide's Green Travel Corridor (GTC) Network will provide a more connected 'overlay' and specific functional enhancement for the city's existing BikeDirect Network. It will provide Adelaide's residents with significant capacity for speedier and more direct travel by bicycle over medium to longer distances, on both on-road and off-road cycle-ways and on shared paths within the city's Metro Area.

Most current bicycle use over such distances using the BikeDirect Network must follow either circuitous routes on local streets or more direct (and potentially more hazardous) routes on arterial roads, few of which provide the safe, convenient or 'well connected' cycling required by the wider community. On most such routes bicycle users must share the road with high-speed and heavy commercial traffic, often without the benefits of cycling lanes. A comprehensive and complete Green Travel Corridor Network would take advantage of Adelaide's under-utilised and extensive network of boulevards and reserves following existing rail and tramway lines.

The Green Travel Corridor Network – Current & Planned

Current: Several GTC projects have already been completed or substantially established including the Coast to Vines Rail Trail and the Adelaide to Glenelg Tram Route Bikeway.

Planned: Projects that still need to be started or substantially completed by councils include:

- The Adelaide-Goodwood Cycle Link – approx (1km off-road)
- The City-Port Cycleway - approx. 12km (4km off-road)
- The Port-OuterHarbour Cycleway. 10km (2km off-road)
- The Grange Cycle Link – approx. 5km (2km off-road)
- The Gawler Veloway – approx. 45km (16km off-road)
- The Torrens Park Cycleway. 6km (3km off-road)
- The Noarlunga & Tonsley Veloway. 25km (6km off-road).

The Benefits

Once completed, Adelaide's Green Travel Corridor Network would:

- enable safe, high-speed, secure and convenient bicycle movement with a high degree of *connectivity across* Adelaide, between outer suburbs and the City Centre, as well as between *adjacent* suburbs
- meet the needs of a much broader range of potential bicycle users including those who are 'newer', less able and older who find travel on main roads daunting, inconvenient or unpleasant
- provide a means for direct encouragement of general community cycling and far more active transport choices
- provide all of Adelaide's communities with safe and healthy facilities for exercise and active travel choices to safely get to school, shops, services and work
- link together many *existing* paths and bike routes which are currently functionally limited by lack of safe main road crossings or inter-suburban connectivity
- provide the community with a positive vision to help face the challenges of activity-related disease, growing economic and transport inequities and rising fuel price rises

- assist in achieving South Australia's road safety and sustainability goals
- reinforce Adelaide's image as a highly desirable tourist destination, particularly for those seeking 'life style' or cultural experiences
- provide much-needed flexibility and resiliency to Adelaide's existing transport system, especially via integration with public transport routes and interchanges.

Status of the Projects

The projects identified above are of particular relevance to Adelaide's West. This is currently relatively poorly served by the city's BikeDirect network and the area of greatest difficulty for everyday cycling, being where most of Adelaide's most heavily used roads are located and where most of the city's industry lies.

Both the City-Port Cycleway and the Grange Cycle Link would provide excellent connectivity between local area bike networks that are isolated by main arterial roads as well as providing direct linkages to the extremely popular Coastal Way, running along many kilometres of Adelaide beaches.

The Goodwood route, although short would provide very important and direct connectivity between the City Centre and the existing and heavily used West Side Bikeway. It would also provide direct and safe bicycle access for families to Adelaide Showgrounds, a venue used increasingly for community sporting events, for weekend 'farmer's markets' and many other events.

Support for Green Travel Corridors

Most of the Local Councils involved are already committed to the provision of adequate, safe, convenient and functional active transport facilities through their local-area bicycle strategies. Most of these now specifically identify the need to develop major cycleways such as the Green Travel Corridors.

These projects are consistent with and integral to SA's cycling strategy 'Safety in Numbers'. South Australia's State Government is currently funding new infrastructure for one of the nominated routes, the City/Port Cycleway. The current works will increase use of this route between some adjacent suburbs but are unlikely to provide for the overall, long distance connectivity that this and the other three routes promise, particularly as they extend across Council boundaries.

All of the planned GTC routes are identified as high-priority developmental goals in the relevant Council Cycling Strategies. They are supported by all of the Councils concerned, by numerous individual Councillors and by a range of community groups including:

- the Port Adelaide, West Torrens, Mitcham, Marion and Salisbury Bicycle User Groups
- a number of well organised Residents Groups (including the Inner West Residents and the West Adelaide Coastal Residents Associations)
- all of South Australia's peak cycling associations including the Bicycle Institute of SA, BicycleSA and CyclingSA

The work of South Australia's TravelSmart in their recent Travel in the West project identified high levels of need and interest across Adelaide's Western Suburbs for provision of effective and more active alternatives for daily transport and recreational activity. Numerous schools in the area have also expressed interest in the State Government's 'Safe Routes to Schools' program which would benefit directly from development of these routes.

The Difference Federal Funding Would Make

For its size (100km by 35 km) Adelaide has a modest population (about 1.2M). The relatively low revenue-base and high infrastructure costs make it difficult for Councils to independently fund major cycling infrastructure.

Local Government access to direct federal funding would enable the scope of the current works to reach their full potential. It would help the Councils to establish essential cycling routes for Adelaide's most Northern, Western and Southern (and relatively isolated and under-serviced) suburbs.

Funding would enable Councils to provide:

- off-road cycle ways where necessary
- line marking access ramps on quieter roads where available along the routes
- additional access points, safe and/or controlled arterial road crossings and key linkages to public transport facilities
- secure bicycle storage, lighting and signposting at related public transport interchanges (some of which would be funded by State and Local Government)
- cultural, historical and environmental interpretative facilities enhancing the tourism role and value of Green Travel Corridors.

Costing

Preliminary estimated costs are as follows.

Goodwood Cycle Link:	\$1M.
City/Port Cycleway:	\$4M.
Grange Cycle Link:	\$2M.
Gawler Veloway:	\$16M.
Port-OuterHarbour Cycleway.	\$2M.
Torrens Park Cycleway.	\$3M.
Noarlunga & Tonsley Veloway.	\$6M.

These costs mostly provide for heavy vehicle maintenance access to off-road sections and for secure fencing as the pathways adjoin rail reserves. Costs are more than off-set by the location of major portions of most of the specified routes on established high-quality 'railway roads' and boulevards.

Thanks go to the Bicycle Institute of South Australia for this HEAT example