



THE COMMITTEE AGENDA & REPORTS

for the meeting

Tuesday 16 November 2021
at 5:30 pm

in the Colonel Light Room
Adelaide Town Hall

Members - The Right Honourable the Lord Mayor, Sandy Verschoor
Deputy Lord Mayor, Councillor Couros (Chair)
Councillors Abrahamzadeh, Donovan, Hou, Hyde, Khera, Knoll,
Mackie, Martin, Moran and Snape.

1. Acknowledgement of Country

At the opening of The Committee meeting, the Chair will state:

'Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'

2. Apologies and Leave of Absence

Nil

3. Confirmation of Minutes – 2/11/2021 [TC]

That the Minutes of the meeting of The Committee held on 2 November 2021, be taken as read and be confirmed as an accurate record of proceedings.

4. Discussion Forum Items

Presentations

Nil

Workshops

Strategic Alignment – Thriving Communities

4.1. Cycling Strategic Infrastructure Action Plan [2021/01101] [Page 2]

Strategic Alignment – Enabling Priorities

4.2. 2022 - 2023 Business Plan and Budget [2020/00150] [Page 41]

5. Closure

Thriving Communities

Cycling Strategic Infrastructure Action Plan
Workshop to facilitate Council Member input into the proposed
approach to future prioritising of cycling infrastructure

Infrastructure
Anna McDonald

Cycling Strategic Infrastructure Action Plan

Key Messages

This workshop is being held in response to a decision of Council to prepare a Cycling Strategic Infrastructure Action Plan.

Council's Strategic Plan 2020-2024 states our vision for Adelaide is to be the most liveable city in the world, with thriving communities, a dynamic city culture, environmental leadership and strong economies.

As a low-cost, safe, accessible, flexible, zero-carbon transport mode cycling has a role to play in achieving many of the outcomes identified in the Strategic Plan.

Delivering transport infrastructure in alignment with our Strategic Plan 2020-2024 is challenging – it often requires re-thinking our streets and changing the allocation of street space, which can be a sensitive topic within the community.

In acknowledgement of this, we are proposing a new approach to preparing the Cycling Strategic Infrastructure Action Plan – this includes agreeing a set of outcomes and developing an approach to engagement that will seek a more collaborative approach to decision making, allow ideas and projects to be trialled and tested and involve the broader community in the process.

Proposed engagement activities include:

- A **Working Group** that will input into the development of the Action Plan, to include key stakeholders and Councillor(s).
- **Engagement with existing bike riders** to seek feedback on existing issues that will inform short-term infrastructure priorities.
- A **deliberative engagement exercise** that will aim to reconcile disparate views and improve collective decision making.
- A **trial and test approach** that will offer the opportunity to try new infrastructure, obtain feedback from the community and measure actual impacts before longer-term investment decisions are made.

A program of reporting to Council is proposed to provide feedback on the engagement activities and seek feedback into the development of the Action Plan.

Cycling Strategic Infrastructure Action Plan

Council Decision

At the Council meeting on 9 May 2021 Council resolved:

That Council:

1. Requests Administration to prepare a Cycling Infrastructure Strategic Action Plan, that will seek to create a network of routes that will make bicycle transport easier and safer and will encourage more people to visit and enjoy the city by bike.
2. The Cycling Infrastructure Strategic Action Plan should:
 - Be consistent with the Thriving Communities outcome of our Strategic Plan 2020-2024, to create 'A safe, affordable, accessible, well-connected city for people of all ages and abilities, and all transport modes'.
 - Be consistent with the draft City Access Strategy that is currently being developed.
 - Identify a proposed cycling network within the city and Park Lands that connects to existing and developing bikeways in neighbouring suburbs.
 - Specify the appropriate type(s) of infrastructure/treatment on each route/street.
 - Include a prioritised list of projects to enable better planning for future Council investment and external funding bids.
 - Identify any initiatives that could be implemented to support people to ride.
3. Engagement with stakeholder groups and the wider community should be undertaken to inform the development of the Cycling Infrastructure Strategic Action Plan.

Cycling Strategic Infrastructure Action Plan

Key Questions

5

KEY QUESTION

What are Council Members' views on the proposed outcomes (slide 9)

KEY QUESTION

What are Council Members' views on the proposed engagement with the community? (slides 10-11)

Cycling Strategic Infrastructure Action Plan

Implications

6



Implication	Comment
Policy	Not as a result of this workshop
Consultation	A new approach to engaging with the community regarding cycling infrastructure has been developed, which includes several opportunities for a broad range of stakeholders and the wider community to input into the development of the Action Plan.
Resource	If supported, budget will be required to undertake the engagement activities this financial year. Further budget will be required in future years to implement projects and initiatives identified in the Action Plan.
Risk / Legal / Legislative	Council has a responsibility to provide a safe road environment for all road users.
Opportunities	There is an opportunity to provide safe infrastructure so that more people can ride in the city, which will contribute towards our liveability, environmental leadership, thriving communities, economic growth and dynamic city outcomes.

Cycling Strategic Infrastructure Action Plan

Budget/Financial Implications

7

Implication	Comment
21/22 Budget Allocation	Not as a result of this workshop
21/22 Budget Reconsideration (if applicable)	If supported, a formal request for budget to undertake the proposed engagement activities will be made to Council at its December meeting.
Proposed 22/23 Budget Allocation	Not as a result of this workshop
Ongoing Costs (eg maintenance cost)	Not as a result of this workshop
Other Funding Sources	Not as a result of this workshop

Cycling Infrastructure Strategic Action Plan

Strategic context

Several national, state and local government strategy/action plan documents refer to transport and in particular active travel and cycling. Key documents include:

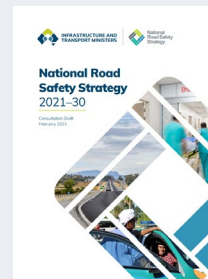


City of Adelaide Strategic Plan 2020-2024

Vision Adelaide: the most liveable city in the world

Priority Transform the ways people move around and connect with each other.

A safe, affordable, accessible, well connected city for people of all ages and abilities, and all transport modes.

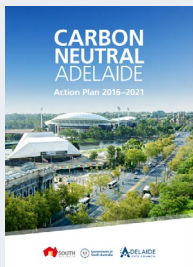


National Road Safety Strategy 2021-2030 (draft)

Vision Zero deaths and serious injuries by 2050.

Outcome We will have safe transport options for all ages and abilities, including the most vulnerable in our communities.

Local Government will be supported to embed road safety in business as usual.



Carbon Neutral Adelaide Action Plan 2016-2021

Vision To be a carbon neutral city.

Pathway to carbon neutrality Decarbonise transport and change the way we travel to and in the city.



SA's Road Safety Strategy to 2031 (draft)

Vision Zero deaths and serious injuries by 2050.

Strategic Focus Area Improving safety for people who walk and cycle.

Specific strategies will be developed to mitigate risks for people who walk and cycle.



SA Climate Change Action Plan 2021-2025

Goals Reduce greenhouse gas emissions by more than 50% by 2030 and net-zero emissions by 2050.

Objective Increase use of public transport and active travel.

Action Prioritised improvements to cycling routes.



SA State Public Health Plan 2019-2024

Vision A healthy, liveable and connected community for all South Australians

Communities are friendly, safe and sustainable with well-designed places that support physical and mental health and wellbeing, including being able to walk or cycle to local services.

Cycling Infrastructure Strategic Action Plan

Adelaide. The most liveable city in the world.

The following outcomes are included in our Strategic Plan 2020-2024, and will contribute to achieving our **vision to be the most liveable city in the world.**

As a low-cost, safe, accessible, flexible, zero carbon mode **cycling has a role to play in achieving all of the outcomes below.**

Thriving Communities

A safe, affordable, accessible and well-connected city for people of all ages and abilities, and all transport modes.

Healthy and resilient communities.

Safe and welcoming community spaces.

Strong Economies

Attraction and retention of a broad range of businesses and investment.

Main streets and laneways activated for growth.

Dynamic City Culture

Beautiful, surprising places.

Celebration of diverse community and collaborations.

Environmental Leadership

One of the world's first carbon neutral cities by 2025, where sustainability is core.

A transition to low carbon and circular economies.

Enabling Priorities

Transparent decision-making based on data and evidence.

Community consultation underpins everything that we do.

The Committee Meeting - Agenda - 16 November 2021

slide 8



Cycling Infrastructure Strategic Action Plan

Proposed outcomes

We have prepared a draft list of outcomes that the Action Plan will be seeking to achieve:

1. Zero deaths and serious injuries for people using our transport network.
2. A bikeways network that connects city main streets and precincts with each other and to the inner suburbs.
3. All residents are within 300 metres of a safe bikeway network connection.
4. Well planned streets that balance the needs of city residents, workers, businesses and visitors using all transport modes, and that contribute to our wellbeing and sustainability goals.
5. Streets are activated to improve amenity for residents and support businesses, as well as helping to drive population and economic growth.
6. Reallocation of public space from vehicle use (parking and traffic lanes) to other uses to achieve a more equitable allocation of public space and a good balance between transport modes, trees/landscaping and to support social interactions and businesses
7. More people using sustainable transport modes, including cycling, so that we are able to accommodate an increase in the number of people coming into and moving around the city on our streets.



Cycling Infrastructure Strategic Action Plan

Engagement – a new approach (1)

Delivering transport infrastructure in alignment with our Strategic Plan 2020-2024 is challenging – it often requires re-thinking our streets and changing the allocation of street space, which can be a sensitive topic within the community.

In acknowledgement of this, we are proposing a different approach to community engagement to inform the development of the Action Plan.

This new approach includes:

- A **Working Group** that will input into the development of the Action Plan, to include key stakeholders and Councillor(s).
- **Engagement with existing bike riders** to seek feedback on existing issues that will inform short-term infrastructure priorities.
- A **deliberative engagement exercise** that will aim to reconcile disparate views and improve collective decision making.
- A **trial and test approach** that will offer the opportunity to try new infrastructure, obtain feedback from the community and measure actual impacts before longer-term investment decisions are made.

In addition to the above activities we will **analyse previous feedback** provided to Council in relation to cycling, including feedback received through the current engagement on the level-of-service for Asset Management Plans (Streets and Transportation, and Park Lands and Open Space).



Cycling Infrastructure Strategic Action Plan

Engagement – a new approach (2)

Working Group

The Working Group will input into the development of the Action Plan, oversee and participate in the engagement activities and assist in identifying and prioritising projects for implementation. This Working Group could include key stakeholders and Councillors, with an agreed terms of reference.



Feedback from existing bike riders

We propose to seek feedback from existing riders on safety and amenity issues within the existing street and Park Lands network. This could include:

- Safety issues – including locations where riders have experienced near-misses or crashes
- Gaps in existing bike routes – on-road and in the Park Lands
- Requests for changes/improvements to the existing network, including bike boxes, greening of bike lanes, bike lanterns/buttons at traffic signals, street/path lighting etc.

We propose to undertake this engagement with existing riders using the Council's YourSay platform during early 2022. The outcome will assist in shaping investment in cycling infrastructure in 2022/2023 onwards.



Deliberative engagement approach

We propose that this engagement:

- is based on a deliberative engagement approach, where a genuine deliberation process is adopted to reconcile disparate views and improve collective decision making.
- includes a broad range of people that are interested and/or affected by the development of the bikeways network, which could include user groups, existing and potential bike riders, city residents, workers, students, visitors, property owners and businesses with the intention of exploring the issues, developing understanding and building trust and partnerships.
- is developed collaboratively with a suitable consultation specialist that can design and implement an approach that meets our specific needs.



Trial and Test

Noting the varied challenges of delivering cycling infrastructure, we propose a trial and test approach to improving cycling facilities on city streets.

This approach will:

- support community buy-in and evidence based decision making prior to making a permanent change.
- work with existing placemaking / community groups to seek opportunities and guide the projects.
- provide opportunities to communicate and engage with the community in a meaningful way.
- provide opportunities to trial the design and location of cycling infrastructure, with adjustments made if necessary prior to further significant investment.

Cycling Infrastructure Strategic Action Plan

Proposed way forward

Next steps

A report will be prepared for consideration by Council at its meeting in December 2021, to approve an agreed set of outcomes, engagement approach and required budget.

If approved by Council at its meeting in December, we will commence the preparation for the engagement tasks, including setting up the Working Group.

Future reporting

Council reports will be scheduled to provide updates and consider/approve future actions – the following schedule is proposed:

April 2022 – consideration of a location and methodology for a trial and test project, and update on engagement activities.

June 2022 – provide feedback on all engagement activities and present the proposed approach to developing the Action Plan.

August 2022 – present a draft Action Plan for consideration/approval.

Proposed implementation framework

A proposed framework for implementing improvements to the cycling network has been prepared, which includes completing existing projects, as well as a staged approach to implementing future cycling infrastructure projects and the trial and test approach.

This FY (2021-2022)	Next FY (2022-2023)	2023-2024 onwards
Complete the North-South Bikeway. Complete the 11 Cycling Infrastructure Projects.	Implement the trial cycling infrastructure project identified through the trial and test approach.	Projects to be implemented based on the prioritisation included in the Cycling Infrastructure Strategic Action Plan.
	Identify and construct small-scale cycling infrastructure improvements based on feedback gained through the engagement with existing bike riders.	Continue to implement selected projects based on the trial and test approach.
	Apply for State Bicycle Funding (dollar-for-dollar) – location to be determined.	
Pursue opportunities to include cycling improvements through the asset renewal program, including line-marking changes and minor civil works	Pursue opportunities to include cycling improvements through the asset renewal program, including line-marking changes and minor civil works.	Pursue opportunities to include cycling improvements through the asset renewal program, which could include more significant changes to street design and the allocation of space.

Cycling Strategic Infrastructure Action Plan

Key Questions

14

KEY QUESTION

What are Council Members' views on the proposed outcomes (slide 9)

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Background Information



Cycling Infrastructure Strategic Action Plan

Strategic Context: Strategic Plan 2020-2024 (1)

Our Strategic Plan 2020-2024 outlines the vision for Adelaide to be **the most liveable city in the world**.

Strategic Priorities include:

Support the wellbeing of our communities.

Lead the way in climate action and manage water, waste, transport and greening in a sustainable way.

Transform the ways people move around and connect with each other.

The Plan is built around four outcomes:

- Thriving Communities
- Strong Economies
- Dynamic City Culture
- Environmental Leadership

A series of **Enabling Priorities** are outlined that will guide Council to work continue working innovatively and collaboratively with partners and the community – these include the following outcomes:

Transparent decision-making based on data and evidence.

Community consultation underpins everything that we do.



VISION Adelaide: the most liveable city in the world.

Strategic Priority

Transform the ways people move around and connect with each other.

Cycling Infrastructure Strategic Action Plan Adelaide. The most liveable city in the world.

Thriving Communities

Our city is safe, affordable, accessible and well-connected for people of all ages and abilities, and all transport modes.

Increase community use of and access to the Adelaide Park Lands

Healthy and resilient communities

How the cycling infrastructure action plan can do to help achieve these outcomes:

- Improve local links from homes to schools and universities to make it easier, safer and cheaper for students to access education independently.
- Creating calm streets that are safe for riding will encourage our community to get out on their bikes for short everyday trips and longer recreational rides in the Park Lands.
- With a safe cycling network at their doorstep, residents may not need to own a car, thereby lowering the cost of living in the city and making it a more affordable and attractive place to live.
- Cycling is a great way for families to be active, the plan seeks to improve facilities to increase participation by making them feel safer on the street network



Cycling Infrastructure Strategic Action Plan Adelaide. The most liveable city in the world.

Dynamic City Culture

Council will continue to create a beautiful, diverse city that celebrates its natural, cultural and built heritage.

How the cycling infrastructure action plan can do to help achieve these outcomes:

- Encouraging cycling will increase the diversity and sustainability of transport modes for people coming in to city destinations and events, which builds on the existing popularity of cycling as an access mode to some event locations.
- A safe and attractive bike network, linking accommodation, city precincts and the Park Lands, will add to the diverse range of experiences on offer to local, interstate and international visitors to the city.
- Creating links for cheap and easy access to our signature destinations such as those shown below.



Cycling Infrastructure Strategic Action Plan Adelaide. The most liveable city in the world.

Strong Economies

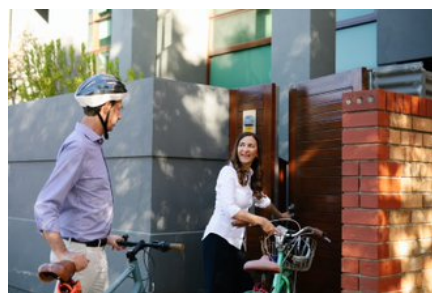
Attraction and retention of a broad range of businesses and investment

Be a test bed for innovation in diverse industries

Main streets and laneways activated for economic growth

How the cycling infrastructure action plan can do to help achieve these outcomes:

- Traffic congestion is a significant cost to society, including businesses with lost revenue and productivity. Better managing our transport system to increase the proportion of trips made on foot, bike and public transport will reduce congestion and free up road space for people that have to drive.
- Many young people are embracing more flexible transport modes (such as cycling, ride share, micro-mobility and car share) rather than the large investment required to own a car – developing an action plan for cycling infrastructure will help attract large organisations to the CBD who are looking for a location that will help them attract and retain young workers.
- Many organisations and property owners have invested in end-of-trip facilities as they recognise the benefits to staff and for attracting tenants – the action plan will outline how Council will develop a safe bike network to support this investment by the private sector.
- Residents in the city and inner-suburbs are within a short cycling distance of the city's main streets and laneways – the action plan will outline how these cycling connections could be made safer and more attractive, so, for example, people living in the growing suburbs of Bowden and Glenside could easily ride to a café in O'Connell Street or Hutt Street.



Cycling Infrastructure Strategic Action Plan Adelaide. The most liveable city in the world.

Environmental Leadership

One of the world's first carbon neutral cities by 2025, where sustainability is core

A climate ready organisation and community

What the cycling infrastructure action plan can do to help achieve these outcomes:

- Decarbonising our transport system will be a challenge – as a zero carbon transport mode cycling has the potential to play a significant role in achieving our climate change targets, as many short trips into and within the city could be made on foot or bike if safe attractive networks are constructed.
- The cycling infrastructure action plan provides the opportunity to show how we can better balance transport modes on city streets, and integrate cycling infrastructure so that we can continue our progress to becoming one of the world's first carbon neutral cities.



Cycling Infrastructure Strategic Action Plan

Strategic Context: National Road Safety Strategy 2021-2030 (Draft) (1)

The Strategy is built around a target of **Vision Zero by 2050**, that is zero deaths and serious injuries.

Interim targets for 2030 include:

- 50% reduction in fatalities
- 30% reduction in serious injuries

The Strategy supports strong governance, transparency and accountability from all levels of government.

The Strategy has three themes: Safe Road, Safe Vehicles and Safe Road Use.

The management of speed is embedded within all three themes.

Long Term Directions include:

Local Government supported to embed road safety in business as usual.

Cultural change for acceptance of road safety solutions.

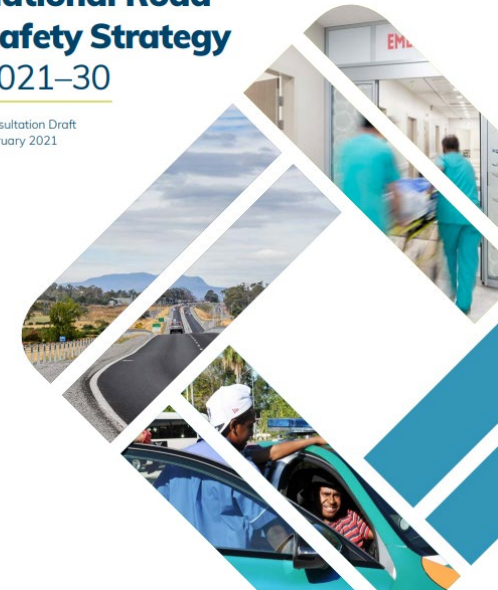
Stated outcomes:

- As a community we no longer accept a transport system that results in death and serious injury to Australians on a daily basis.
- Over ten years, we expect a significantly reduced burden on our economy and society from road crashes – in terms of deaths, life-changing injuries, costs on the health sector, and trauma for families, first responders and communities, including mental health impacts.
- **We will have safe transport options for all ages and abilities, including the most vulnerable in our communities.**



National Road Safety Strategy 2021–30

Consultation Draft
February 2021



The draft National Road Safety Strategy 2021-2030 was released in February 2021 for consultation.

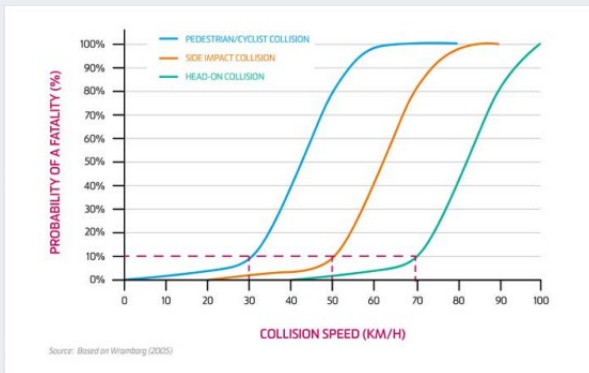
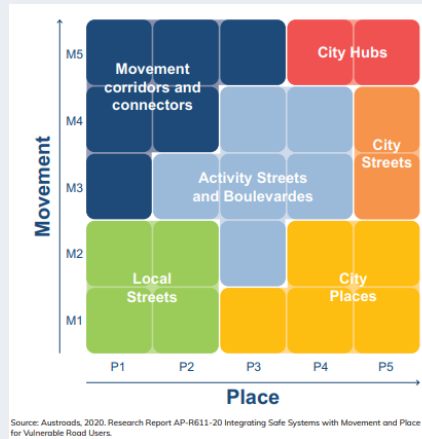
Comments received through the consultation process will inform the new Strategy as it is finalised.

The Safe System Approach guides the Strategy.

The Safe System Approach recognises that people will always make mistakes and may have crashes, but that the system should be forgiving and therefore those crashes should not result in death or serious injury to people using the road network.

The Strategy notes that the **Movement and Place** approach informs road design and is critical to designing and operating the road system, including speed management to ensure that we can reduce road trauma in all communities.

Freeways provide for fast movement but no ‘place’ function, whereas vibrant city streets are places for people, where ‘place’ is the primary consideration with an emphasis on slow movement.



Speed management is critically important and underpins all aspects of the Strategy. Speed is a critical factor in managing the physical forces to which human bodies are subject to in a crash situation.

The risk of death or injury increases significantly as speed increases, depending on the type of road user or crash (Wramborg’s model).



National Road Safety Strategy 2021–30

Consultation Draft
February 2021



The draft National Road Safety Strategy 2021-2030 was released in February 2021 for consultation.

Comments received through the consultation process will inform the new Strategy as it is finalised.

Strategic Context: South Australia's Road Safety Strategy to 2031

The draft Strategy was developed following extensive initial consultation with communities and stakeholders during 2020-2021 and is informed by road safety statistics and evidence.

The Strategy adopts the targets that are included in the National Road Safety Strategy 2021-2030, including a 50% reduction in lives lost and a 30% reduction in serious injuries by 2030, as well as a vision for **zero lives lost on our roads by 2050**.

Improving safety for people who walk and cycle and use public transport is noted as a Strategic Focus Area.

The Strategy notes a series of key highlights, including:

- **Working in partnership with Local Government to improve road safety** across the road network.
- Evidence based analysis to plan and prioritise investments set out in new **Network Safety Plans** to be developed for each corridors/region.
- The **social model approach** will be applied to reach beyond traditional participants in the transport sector to contribute to behavioural and cultural change.
- For new investments **'forgiving roads' will be designed to take account of unintentional errors made by road users** to reduce the likelihood of a crash and reduce their severity when they do occur.
- **Specific strategies will be developed to mitigate risks for people who walk and cycle** give the importance of improved safety for people who don't travel by car, motorcycle or truck.
- The **Movement and Place framework will be used when planning road safety treatments and operational setting, including speed limits**, to recognise factors in the local environment.



The draft South Australian Road Safety Strategy to 2031 was released in July 2021 for consultation.

Comments received through the consultation process will inform the new Strategy as it is finalised.

The Action Plan will drive further progress towards the **state-wide goals of reducing greenhouse gas emissions by more than 50% by 2030 and achieving net-zero emissions by 2050.**

The Action Plan recognises that **our transport system plays a fundamental role in supporting the state's economy, our quality of life and the liveability** of our cities and towns.

Transport was the largest direct source of emissions for South Australia in the 2018 financial year, contributing 29% of total emissions. Road transport contributes most (87%) of the emissions.

Low emissions transport is one of six focus areas of the Action Plan, with the following objectives:

- Support the uptake of low and zero emissions vehicles and fuels.
- Align transport and urban planning with low emissions transport outcomes.
- **Increase the use of public transport and active travel.**

Actions include:

- Developing and delivering an active travel and mobility program for Greater Adelaide – **the prioritised delivery of improvements to key cycling routes will be planned to include an expanded and separated bikeways network.**
- Land use policy will provide for neighbourhoods that are more walkable and connected.
- **Investment decisions will consider** construction and **operational emissions, transport user emissions** and low emissions mobility technologies.

South Australian Government Climate Change Action Plan 2021–2025



The Action Plan was developed with input from the Premier's Climate Change Council and other experts.

Implementation of the Action Plan will deliver the Directions for a Climate Smart South Australia that was released in 2019.

Cycling Infrastructure Strategic Action Plan

Strategic Context: State Public Health Plan 2019-2024

Vision A healthy, liveable and connected community for all South Australians.

The Plan interprets this vision as being a State where communities are friendly, safe and sustainable with well-designed places that support physical and mental health and well-being.

This includes being able to walk or **cycle to local services and to enjoy being active in parks and other recreational facilities.**

Public health is about everyone working together to achieve the vision for a healthier South Australian community.

61% of adults are overweight or obese.

45% of adults engage in the recommended 150 minutes (or more) of physical activity each week.

Building stronger communities and healthier environments is listed as one of four key priorities (Promote), including:

- Plans, policies and guidelines that support the creation of healthier communities and sustainable environments for all ages and abilities.
- Built environments that support health and wellbeing for all through improved:
 - Access to quality public realm and green infrastructure
 - Public infrastructure, including cycling paths, functional streetscapes and accessible services
 - Urban planning that promotes active travel and public transport
- Empowering communities to be involved and engaged in decision making processes that impact on their health and wellbeing.
- The development of all ages friendly communities.

[FINAL+State+public+Health+Plan+2019-2024.pdf \(sahealth.sa.gov.au\)](#)

The Committee Meeting - Agenda - 16 November 2021

slide 24

State Public Health Plan 2019-2024



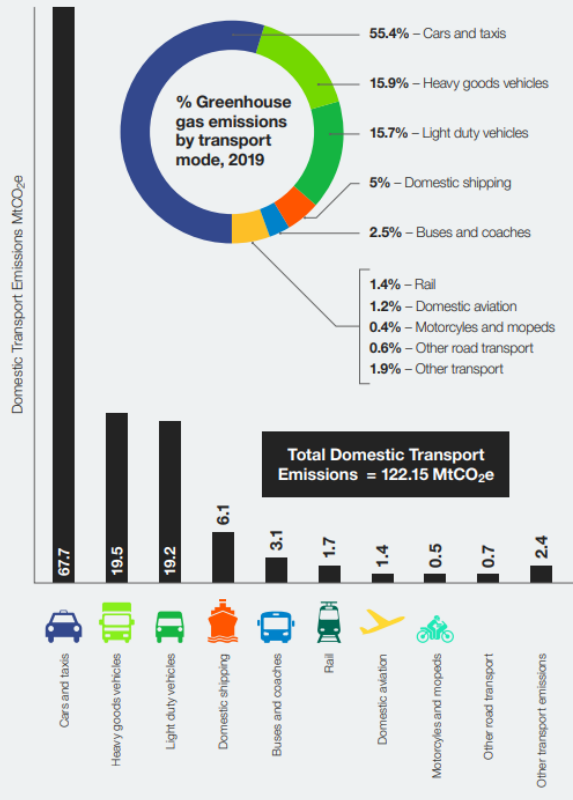
The State Public Health Plan was developed under Section 20 of the South Australian Public Health Act 2011.

It was developed in consultation with key stakeholders, including SA Health, local government and public health stakeholders.

Cycling Infrastructure Strategic Action Plan

Research – Decarbonising Transport: A Better, Greener Britain

UK domestic transport emissions 2019⁵



As a climate leader, the UK Government has released this plan to decarbonise their transport system.

Vision: Clean transport is better transport

“A decarbonised transport network does not simply mean changing how we power our vehicles. It means that we can make better use of limited road space for all users, and provide more mobility options, especially for short journeys that dominate UK travel.”

The plan highlights the co-benefits of decarbonising the transport system, which include air quality, noise, congestion, health and jobs and growth.

Cycling on roads has increased by 46% in the last year, as a result on COVID and increasing investment in safe infrastructure.

Commitments

Increasing walking and cycling - **\$2 billion invested over five years** with the aim that **half of all journeys in towns and cities will be cycled or walked by 2030.**

A world class walking and cycling network will be delivered in England by 2040.

“We must make public transport, cycling and walking the natural first choice for all who can take it.”



Department for Transport

Decarbonising Transport

A Better, Greener Britain

This plan presents the UK Government's path to net zero transport in the UK, as well as highlighting the additional benefits that it can deliver.

It includes commitments and the actions needed to decarbonise transport in order to meet their climate change targets.

Cycling Infrastructure Strategic Action Plan

Research – Women’s transport choices

In 2020 the City of Sydney released a case study on active transport for women across Sydney.

With the knowledge that walking and cycling are zero-carbon forms of transport, the study was undertaken to better understand:

- the barriers that women face to active transport
- Women’s unique mobility needs
- Help to build a more inclusive city

The study team surveyed women across Greater Sydney, walked and rode alongside women to better understand how they travelled across the city and spoke to a series of experts.

The study made a series of recommendations to increase the number of people who walk and ride as part of their everyday journeys, including:

- **Behaviour change programs** can help to challenge perceptions about the type of people who walk/ride and can increase women’s participation and confidence.
- The **needs of women should be explicitly considered** when designing active transport infrastructure.
- **Separated cycleways and street lighting are important to women, but this must be planned alongside well-design public spaces and behaviour change.**
- Active transport needs to **support public transport connections.**
- **End-of-trip facilities play a significant role** in women’s decision to walk/ride.

[On the Go: How women travel around our city - City of Sydney \(nsw.gov.au\)](https://www.cityofsydney.nsw.gov.au/research-and-planning/active-transport/on-the-go)

The Committee Meeting - Agenda - 16 November 2021

slide 26

WOMEN4CLIMATE

SYDNEY

ON THE GO: HOW WOMEN TRAVEL AROUND OUR CITY

A CASE STUDY ON ACTIVE
TRANSPORT ACROSS SYDNEY
THROUGH A GENDER LENS
MAY 2020

CITY OF SYDNEY  

This study investigates women’s unique mobility needs and what drives their active transport behaviours.

It outlines factors and barriers to shaping women’s transport and makes recommendations to support active travel choices..

Existing situation – Metropolitan Adelaide (1)

National Walking and Cycling Participation Survey 2021

17.4% of residents of metropolitan Adelaide have ridden a bike in the last week.

24.8% of male residents have ridden in the last week, compared with **10.2%** of female residents.

Approximately **45%** of children aged under 10 have ridden in the last week.

This compares with less than **40%** of 10-17 year-olds and around **10%** of young people aged 18-29.



National Walking and Cycling Participation Survey

2021

South Australia



The National Walking and Cycling Participation Survey provides insights into walking and cycling activity across Australia.

Existing situation – Metropolitan Adelaide (2)

National Walking and Cycling Participation Survey 2021

Reasons for not riding a bike in the last year:

- Not interested (~33%)
- Health Reasons (~20%)
- Prefer other method (~14%)
- No Bicycle (~14%)
- Too busy (~11%)
- Too dangerous (7%)
- Can't ride (~2%)
- Too hilly (~1%)

The study asked people that had ridden at least once over the last year about their cycling history. For respondents aged over 15 in metropolitan Adelaide:

- **57%** have been riding continuously for more than a year
- **29%** had returned to riding after a break of a year or more
- **13%** had started riding in the past year

Of the people that had ridden in the last month, **91%** cycled for recreation and **28%** used a bicycle for transport (to get to work, education, shops etc.)

Existing situation – City residents

27.8% of city households do not have access to a car, compared to **7.8%** of households in Greater Adelaide.

ABS, Census of Population and Housing, 2016

3.7% of working residents of the CoA travel to work by bike. **26.9%** of residents walk to work.

38.3% travel in a private car.

11.9% took public transport.

57% of working residents of the CoA also work within the CoA.



Cycling Infrastructure Strategic Action Plan

Existing situation – City workers

2.5% of people working in the CoA travel to work by bike.

3.6% of city workers walked to work.

59% travel in a private car.

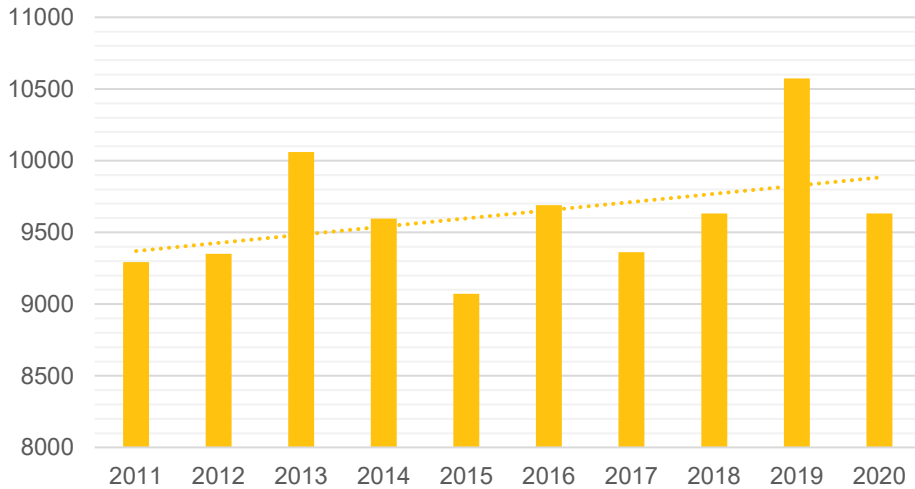
34.6% take public transport.



ABS, Census of Population and Housing, 2016

Existing situation – Cycling in the city (2)

Number of people riding bikes into/out of the CBD

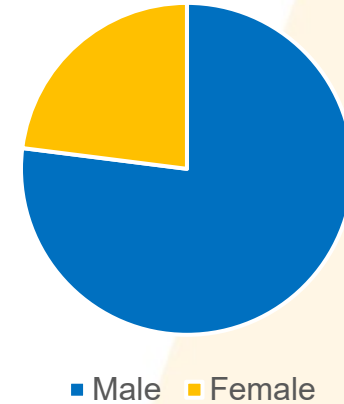


CoA/DIT Cordon Counts – October weekday 7am-7pm

The annual cordon count survey collects data annually for people walking and riding bikes at all entry/exit points to the CBD on a typical weekday (in October), including main roads, Park Land paths and other access points. Council and the State Government collaborate to collect the data.

The number of people riding bikes into/out of the city on a weekday has varied between ~9,000 and 10,500 riders per day over the last 10 years. The trend line shows a marginal increase in daily bike riders over the 10 year period. It is considered that the 2020 daily riders in the city was low due to the covid pandemic.

Bike riders into/out of the CBD



CoA/DIT Cordon Counts 2020 – October weekday 7am-7pm

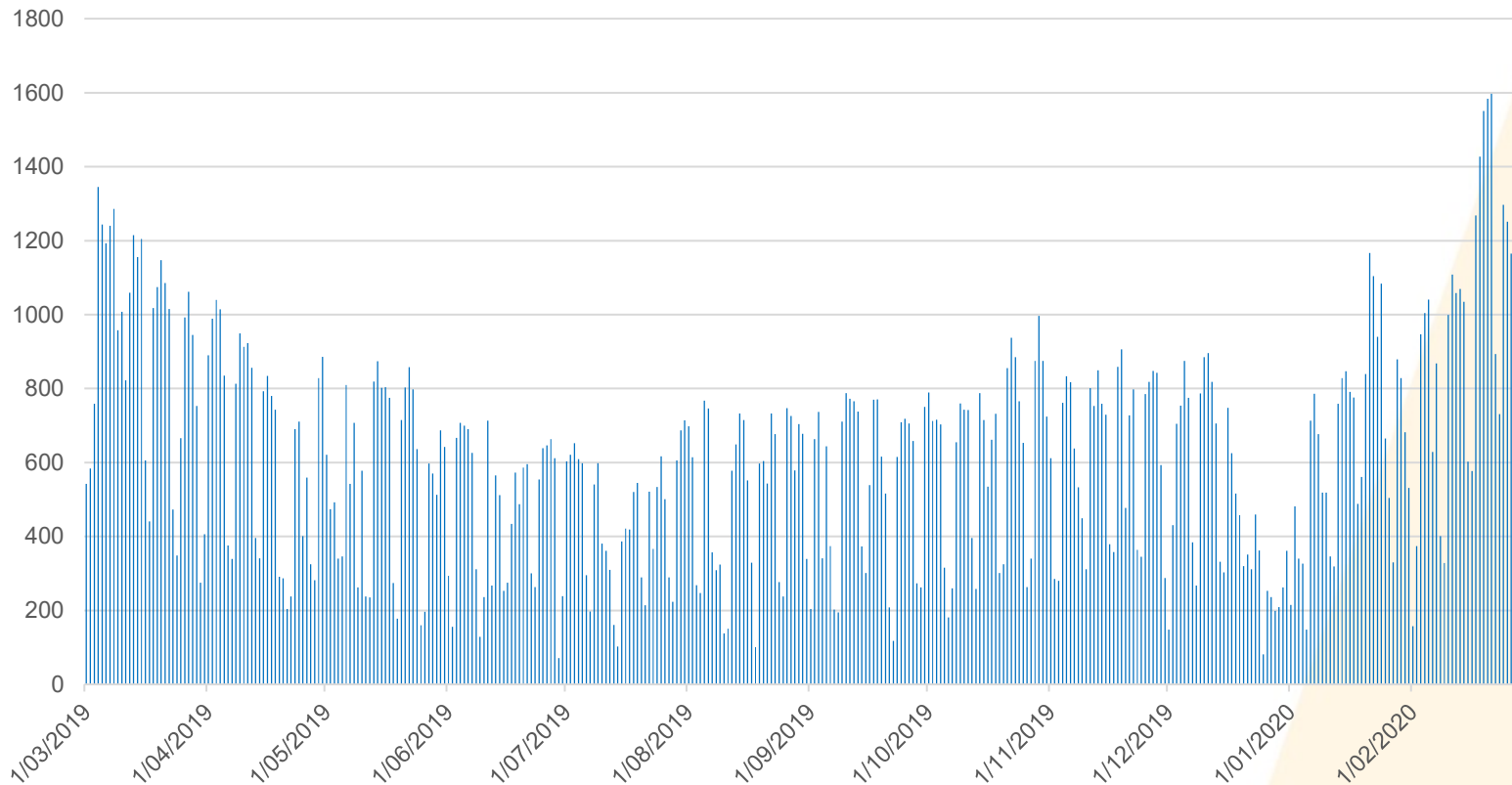
In 2020, of the ~9,600 people that rode into and out of the city on weekdays, on average 77% were male and 23% were female. Generally higher proportions of females riding bikes were counted on shared paths (up to 36%) – with a lower proportion of female riders on major roads (a low of 15%).

Existing situation – Cycling in the city (3)

Frome Street - daily bike volumes

Grenfell St - Pirie St

1 Mar 2019-29 Feb 2020



The number of people riding on the separated bike lanes on Frome Street varies throughout the year, with the highest volumes during the festival season and the lowest volumes on wet winter weekend days and in the summer holidays.

Peak daily volumes of 1200 – 1600 people riding per day are experienced during February-March.

Existing situation – Cyclist casualty crashes 2016-2020

This map shows reported crashes involving people riding bikes that resulted in a casualty for a 5 year period (2016-2020).

The data does not reflect all collisions involving bikes riders in the city, as many minor collisions and near misses go unreported.

The map shows cyclist casualty crashes throughout the city, with clusters at key locations and corridors, including:

- Light Square
- Pulteney Street
- Rundle Street / Rundle Road
- Frome Street
- Pirie Street
- North Terrace
- Grote Street
- West Terrace
- Hutt Street
- Melbourne Street
- Frome Road / War Memorial Drive
- War Memorial Drive / Montefiore Road



Source: Department for Infrastructure and Transport, 2021

Cycling Infrastructure Strategic Action Plan

Who is our target market?

In addition to the small proportion of people that are confident bike riders, a significant proportion of the community is either interested or cautious about riding bikes on-street. It is these people that are the target market for increasing cycling in the city.

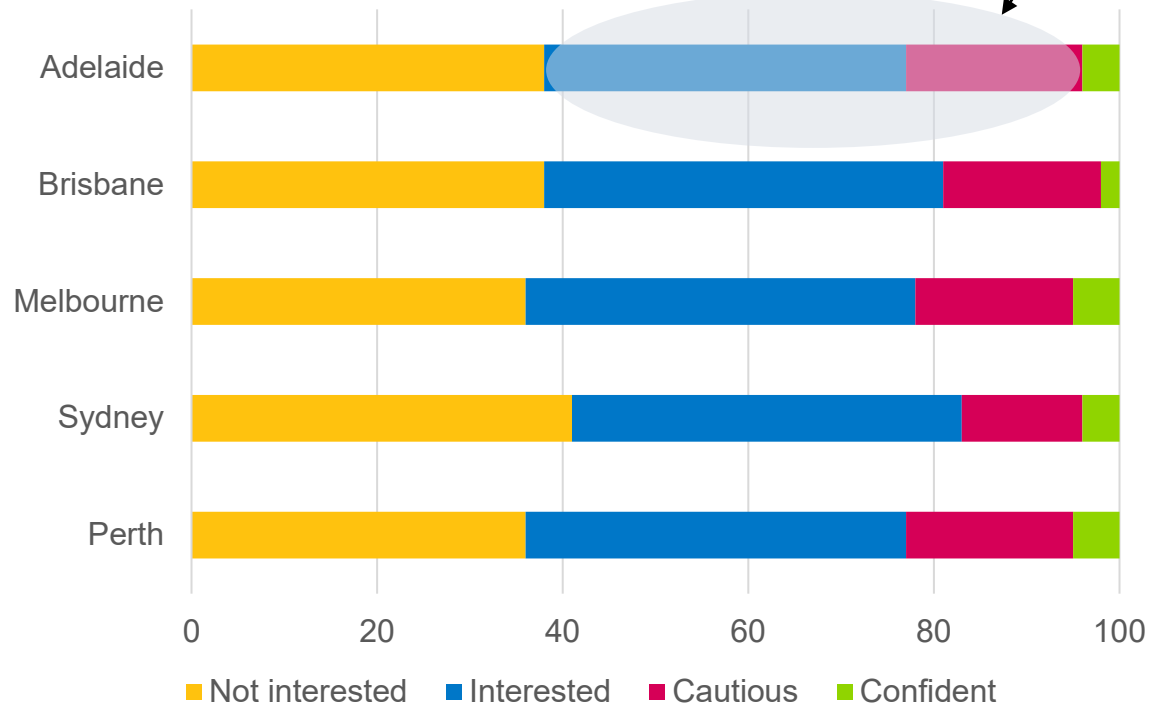
The National Walking and Cycling Participation Survey (2021) asked people who had ridden in the last year about their riding style, including their response to the following statements to best describe the way they ride their bicycle in traffic:

1. I prefer paths or quiet streets and am willing to take a longer way to avoid busy roads – Cautious
2. I prefer to use the most direct and convenient way regardless of traffic – Confident
3. I would never ride my bike on the road – Interested

Those people that had not ridden in the last year were asked further questions and were then classified as either Interested or Not Interested.

Willingness to consider bike riding

Target Market



Safe bike riding for all ages and abilities

The Strategic Plan 2020-2024 outcome seeks to achieve a *'safe, affordable, accessible, well connected city for people of all ages and abilities'*.

We have limited data on cycling in Adelaide. However, we do know that of the approximately 10,000 trips by bike into/out of the city each weekday less than a quarter (23%) are made by women. As women make up approximately half of the population, the proportion of women riding bikes is disproportionately low.

There is little data on younger or older people riding bikes in the city – however anecdotal evidence, including observations of people riding in the city, suggest that the proportion of bike riders that are under 18 or over 60 years old is low.

It is widely accepted that women cyclists are the 'indicator species' for how bike friendly a city is (Gil Penalosa, 8-80 Cities), with fewer female bike riders in cities where cycling is not considered to be safe.

It is considered that women give safety a higher priority than men and therefore to encourage more women to ride, cycling infrastructure that is attractive and safe should be provided.

In Denmark, which is considered to be a leading country in relation to safe cycling:

- 53% of bike riders are women
- Approximately half of all children aged 11-15 cycle to school

In the Netherlands, 17% of over 65-year-olds cycle every day.

Based on the current profile of bike riders in the city, it is considered that the existing street network is not perceived to be safe for bike riders of all ages and abilities.

['If there aren't as many women cycling as men ... you need better infrastructure' | Cities | The Guardian](#)
[Danish cycling statistics - Cycling Embassy of Denmark \(cyclingsolutions.info\)](#)
[Dutch cycling figures – BICYCLE DUTCH \(wordpress.com\)](#)

Cycling Infrastructure Strategic Action Plan

Providing for all bike riders

Based on the current data (including the profile of people riding bikes in the city and the available crash data), **it is considered that the existing street network is not perceived to be safe for bike riders of all ages and abilities.**

Confident bike riders use the existing city street network to make everyday trips, with around 10,000 bike trips into/out of the city each day.

1. Riders of all ages and abilities

A **bikeways network** could provide a **low-stress riding experience for riders of all ages and abilities.**

Infrastructure on the bikeways network would be designed to ensure a **safe operating environment**, whilst **maintaining amenity for all street users**, including people on foot, riding bikes and driving motor vehicles.

Bikeways could provide **continuous and connected** bike riding facilities that **minimise interactions** with heavy traffic volumes, buses and on-street parking.

2. Confident bike riders

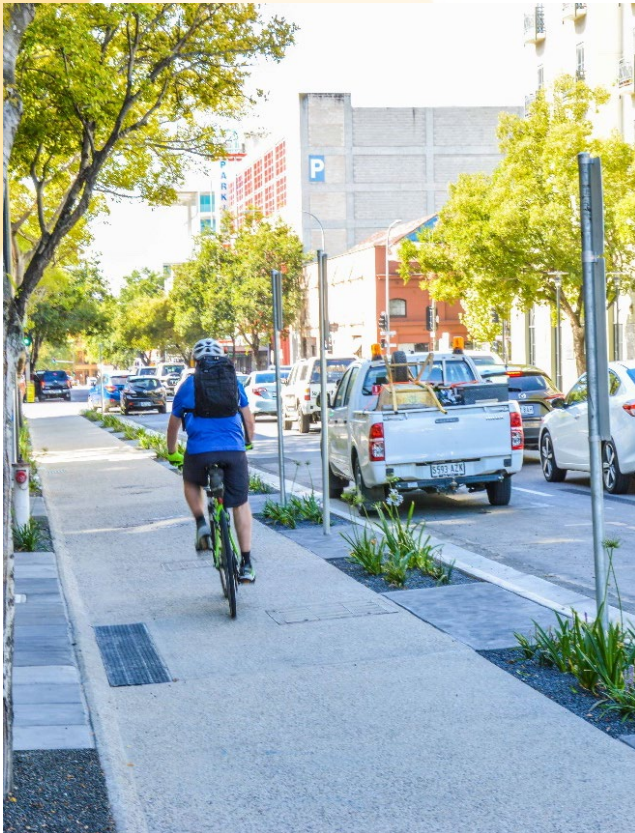
Council has a responsibility to provide a safe street system for all road users – therefore **every street should be safe for confident riders.**



Types of infrastructure – Bikeway Network

The following types of infrastructure could be used on the Bikeway Network, to cater for bike riders of all ages and abilities.

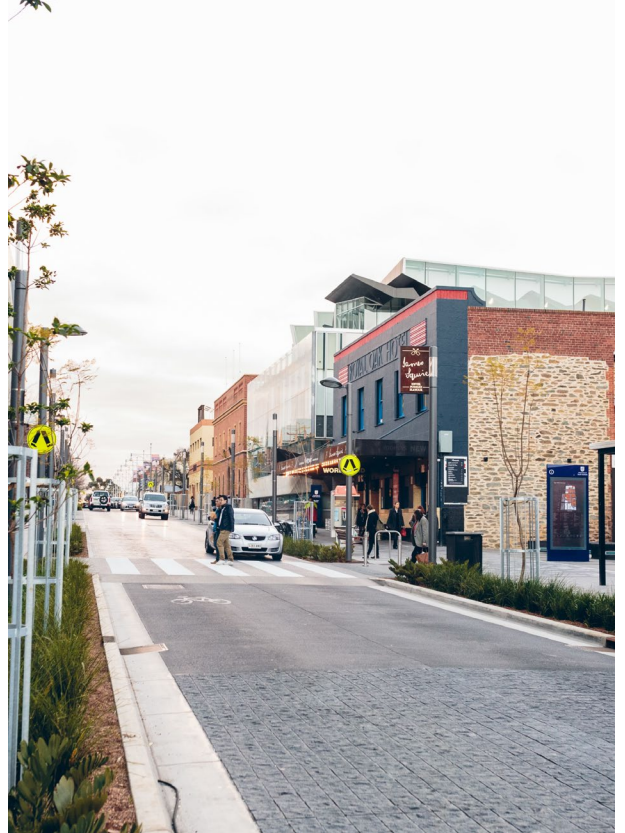
Separated bike lanes



Shared paths



Quiet streets



Cycling Infrastructure Strategic Action Plan

Types of infrastructure – for confident riders on every street

The types of infrastructure could be used on city streets, to cater for confident bike riders.

Shared bus/bike lanes



Line-marked bike lanes

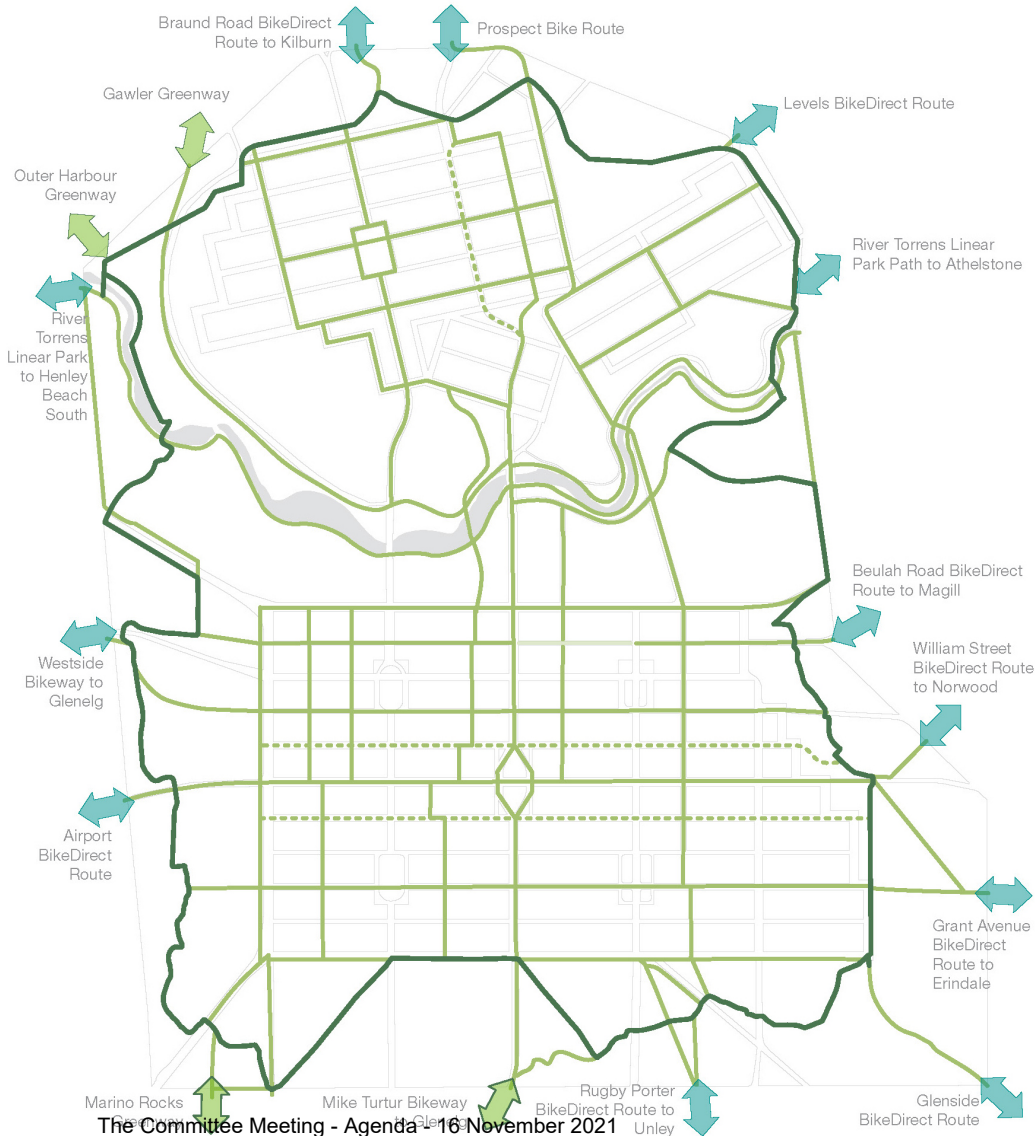


Bike boxes



Cycling Infrastructure Strategic Action Plan

Bikeways Network – Smart Move



The **initial Bikeways Network** was proposed in Smart Move: The City of Adelaide's Transport and Movement Strategy 2012-22.

It was developed with consideration of existing and future key traffic, bus and tram routes through the city, noting that there are **competing demands for the limited road space on city streets**.

The transport network as defined in Smart Move acknowledge that **all roads users have access to all streets**, however each street will have a different key transport function and associated priorities.

The Bikeways Network aimed to:

- Provide safe and low-stress bike routes that cater for the needs of all levels of bike rider.
- Link key inner-rim suburb bike routes with key destinations in the city.

Enabling Priorities

2022 - 2023 Business Plan and Budget

Purpose

Session Overview

1. Interactive activity to seek feedback on areas of focus within the strategic plan, to inform the prioritisation of projects planned for the 2022- 2023 Business Plan and Budget.
2. Budget assumptions, providing Council Members insights into:
 - Rates revenue
 - Market assumptions (valuations)
 - Other Revenue & Base Service Delivery costs
 - LTFP updated assumptions
3. Timeframes and next steps

Key Question

KEY QUESTION

What are Council Members' areas of focus within the Strategic Plan

Council Member feedback on their areas of focus within the Strategic Plan, to inform the prioritisation of projects planned for the 2022- 2023 Business Plan and Budget.



Implications



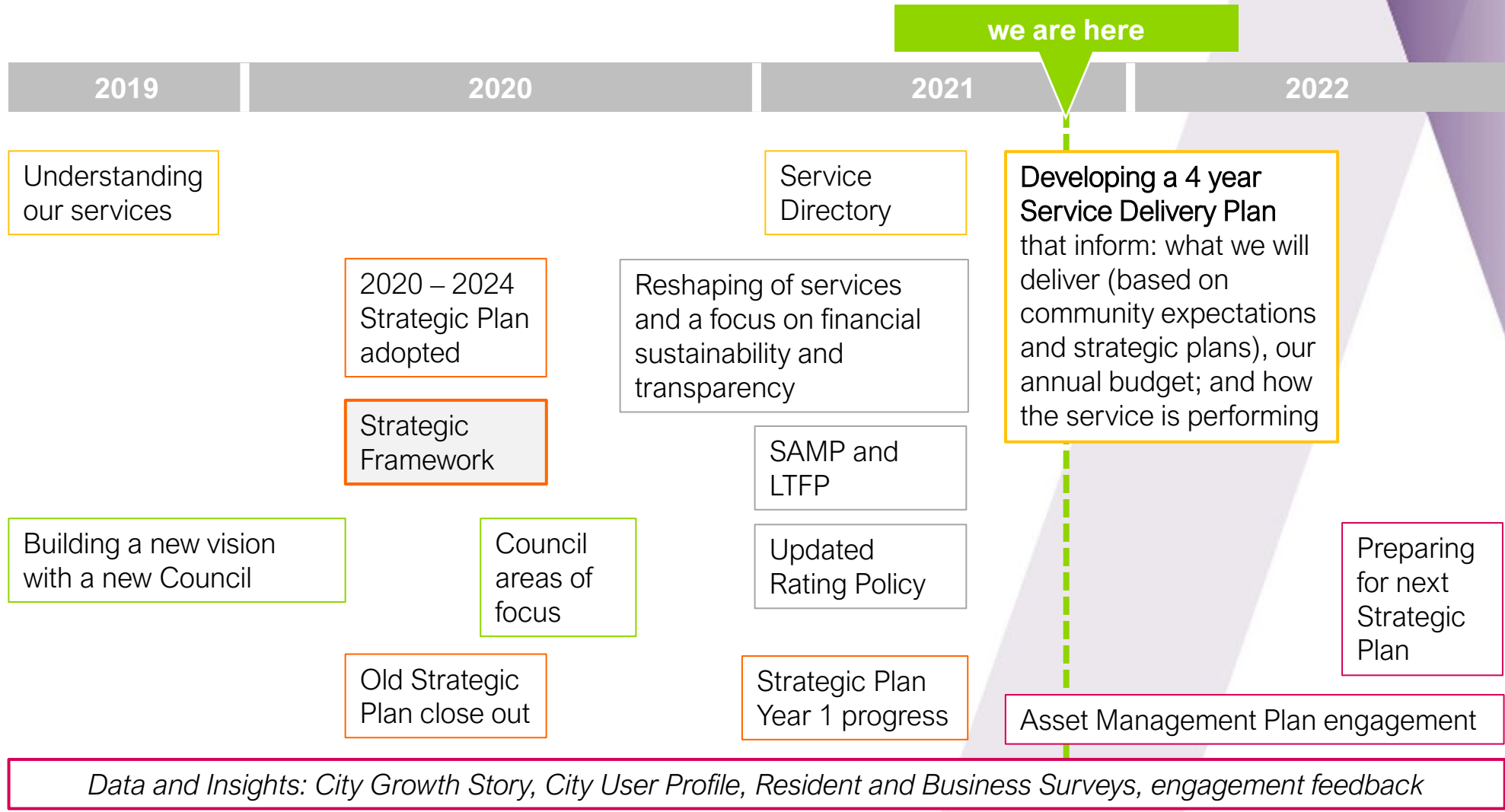
Implication	Comment
Policy	Not as a result of this workshop
Consultation	Consultation is required on Council's Business Plan and Budget
Resource	Current resources will be used to deliver this project
Risk / Legal / Legislative	Council is required to adopt annual priorities, an Annual Plan and budget as per the <i>Local Government Act 1999 (SA)</i>
Opportunities	Not as a result of this workshop

Budget / Financial Implications



Implication	Comment
21/22 Budget Allocation	Not as a result of this workshop
21/22 Budget Reconsideration (if applicable)	Not as a result of this workshop
Proposed 22/23 Budget Allocation	Not as a result of this workshop
Ongoing Costs (eg maintenance cost)	Not as a result of this workshop
Other Funding Sources	Not as a result of this workshop

OUR JOURNEY SO FAR



BUDGET ASSUMPTIONS + PARAMETERS

Rates Revenue

- Revenue history – shows revenue derived from – Growth and Valuation (Pricing)
- 2021/22 – Pricing movement is only due to corrections as valuations held

Year	General Rates (\$000's)	Total Movement (\$000's)		Pricing Movement (\$000's)		Growth (\$000's)	
2018 - 2019	\$101,066	-	-	-	-	2.40%	\$2,368
2019 - 2020	\$106,907	5.78%	\$5,841	4%	\$3,971	1.58%	\$1,870
2020 - 2021	\$111,898	0.68%	\$4,991	3%	\$3,508	1.39%	\$1,483
2021 - 2022	\$114,538	2.87%	\$2,640	1%	\$740	1.70%	\$1,900
2022 - 2023	\$117,118	2%	\$2,577	1%	\$1,432	1%	\$1,145
	\$117,974	3%	\$3,436	2%	\$2,291	1%	\$1,145
	\$119,120	4%	\$4,582	3%	\$3,436	1%	\$1,145
	\$120,265	5%	\$5,727	4%	\$4,582	1%	\$1,145

BUDGET ASSUMPTIONS + PARAMETERS

Market snapshot

Non-Residential:

- Market Data based on 3-4 year averages are skewed due to COVID impacts
- Rating assumption will be based on unchanged valuations and holding RID
- Consistent with intention of previous Council decisions

Residential:

- Market Data shows valuations are from 15%-45% undervalued
- Currently seeking confirmation via direct Tenancy Information requests
- Previous years held valuations and RID
- Valuations legislatively should be updated.

Lever	Residential	Non-Residential
Valuation	Amend	Hold
RID	Hold/Reduce	Hold
Rate Revenue	Variable	Hold



Recommendation:

- Uplift residential valuations only to be more market relevant and match information received
- Seek a confirmation from Council to either grow rate revenue slightly or hold
- Result = REDUCTION in RID for residential.

BUDGET ASSUMPTIONS + PARAMETERS

Other Revenue & Base Service Delivery Assumptions

	LTFP Assumptions for 22/23	22/23 updated assumptions
Other Revenue		
Statutory Fees	1.5% (CPI ABS forecast)	1.9% (21/22 Dept of Treasury)
Non-commercial Fees and Charges	1.5% (CPI ABS forecast)	1.8% (CPI Deloitte)
Costs		
Utilities	1.5% (CPI ABS forecast)	1.8% (CPI Deloitte)
Operating Activities	1.5% (CPI ABS forecast)	No Increase
Grants and Sponsorship	1.5% (CPI ABS forecast)	1.8% (CPI Deloitte)
Strategic Projects	1.5% (CPI ABS forecast)	No Increase
General Materials	1.5% (CPI ABS forecast)	1.8% (CPI Deloitte) only where required
Salary and Wages	EA rates	EA rates

BUDGET ASSUMPTIONS + PARAMETERS

Other Revenue & Base Service Delivery costs

Significant Item Change	LTFP Assumptions for 22/23	22/23 updated assumptions
Depreciation	Existing & Additions – No Revaluation Impact	Include Revaluation Impact \$2-3m
Commercial Operations	90% pre COVID levels	Attempt to return to 100% or more
Operating Result	\$2.2m	Surplus
Additional Revenue Streams	Nil	Advertising
AMP	Plans funded 90%	Plans funded 90%

GOVERNANCE + NEXT STEPS

Proposed timeframes

● Planning (service delivery)
 ● Projects
 ● Budget Build
 ● Capital / Infrastructure
 ● Subsidiary
 ● Engagement

NOV DEC JAN FEB MAR APR MAY JUN

COMMITTEE 16 NOVEMBER
Strategic Planning
Budget outline

● ● ●

COUNCIL MEMBER: UPDATE ONLINE PORTAL

SPECIAL COMMITTEE 7 DECEMBER:
Service based budget snapshot
Projects overview
Prioritisation framework
Council Member online portal

● ● ● ●

COMMITTEE 22 FEBRUARY:
Draft SDP, Draft priorities and all projects (Capital, Strategic and Subsidiary)

● ● ● ● ●

COMMITTEE 22 MARCH:
Note subsidiary BP&B, AMP's and final projects. Decision on draft budget.

● ● ● ●

PUBLIC: engage on Projects

● ● ●

COUNCIL 19 APRIL:
Draft BP&B for public consultation

● ● ● ● ●

PUBLIC: engage on Draft BP&B

● ● ● ● ●

COMMITTEE 7 JUNE: results of engagement

● ●

COUNCIL 28 JUNE: adopt final BP&B

● ● ● ● ● ●

Key Question

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Council Member feedback on their areas of focus within the Strategic Plan, to inform the prioritisation of projects planned for the 2022- 2023 Business Plan and Budget.

