

Engagement Summary and Submissions Draft Transport Asset Management Plan

Your Say
Adelaide

ENGAGEMENT SUMMARY

Formal consultation on City of Adelaide's draft Transport Asset Management Plan occurred between 15 December 2023 and 9 February 2024.

Community consultation included a Your Say engagement page in conjunction with two drop-in sessions that were held at the Hutt Street Library (24 January 2024, 12 noon - 2 pm) and the North Adelaide Library on Tynte Street (31 January, 10am - 12 noon).

Notification of the public consultation was announced through the Government Gazette and a Public Notice in the Advertiser, as well as advertised through physical and electronic promotion through City of Adelaide platforms including signage at community centres and social media campaigns.

Your Say Survey

The Your Say community engagement platform provided an overview of what Asset Management is as well as the purpose of the Asset Management Plan. Additionally, it highlighted the journey that has been undertaken to date in the development of the draft Asset Management Plans, which included:

- Preliminary engagement with our community to better understand and measure levels of satisfaction for the services provided by our assets.
- Identifying where current levels of service are not meeting the community's expectation, to then enable recommendations to be made to Council regarding how our assets are managed into the future through the development of the draft Asset Management Plans.

We have used the insights from the community to develop the draft Transport Asset Management Plan and through the final consultation, asked the question, did we get it right?

Through the Your Say engagement page, we received:

- 408 visitors to the Your Say page
- 98 visitors who viewed the feedback form
- 15 survey responses

Respondents were prompted to provide demographic information, which is summarised below:

Ratepayers:

5 survey respondents identified as ratepayers within the City of Adelaide (33%)

10 survey respondents identified as a non-ratepayer (67%)

Ratepayer, 33%

Non Ratepayer, 67%

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Residents:

5 survey respondents identified as residents within Adelaide

0 survey respondents identified as residents within North Adelaide

10 survey respondents identified as City visitors



How you participate' in City life:



Feedback Summary of Survey Responses:

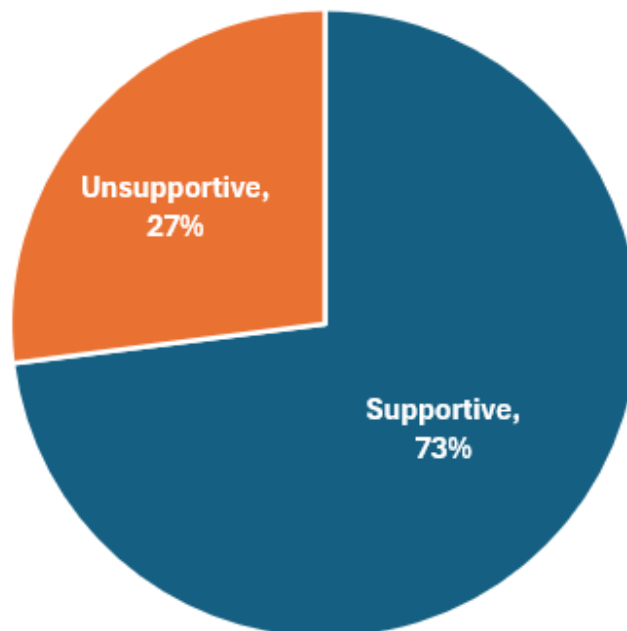
Q1. Do you support the adoption of the Transport Asset Management Plan?

- 11 of 15 written submissions via YourSay were in support of the Plan (73%)
- 4 of 15 written submissions via YourSay were not in support of the Plan (27%)

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From the four responses that were not supportive of the Plan, the general themes of written feedback were that the City's cycling network needed to be safer and better connected, with more separated cycleways.

While this feedback is considered constructive and valuable, it falls outside the intended purpose of the Transport Asset Management Plan, which is to forecast the operations, maintenance and renewal requirements of our existing assets.

Strategic improvements to our transport network, including provision of new separated cycle ways, will be guided by the Integrated Transport Strategy (currently under development) and realised through the subsequent initiation, funding and delivery of key new and upgrade projects.

While this Asset Management Plan does not identify financial forecasts associated with new and upgrade projects, integrated planning will ensure required asset renewals are aligned (where practical) with key new and upgrade projects linked to our Strategic Plan objectives, that are represented in the Resource Plan and funded through the Business Plan and Budget.

Feedback was also received that cycling infrastructure needed to be better represented within the AM Plan. Consideration of separating shared use paths and separated cycleways into distinct asset classes will be incorporated into the improvement plan of this AM Plan and will be further considered in the next revision of this AM Plan.

Drop-In Sessions

From the two drop-in sessions that were held at the Hutt Street Library and the North Adelaide Library on Tynte Street, we had six verbal conversations with the community that were captured as general feedback. This general feedback, relevant to the Transport Asset Management Plan is summarised below:

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- Supportive of improve cycling and pedestrian infrastructure.
- Concerns about e-scooters and pedestrian safety.
- Feedback regarding a specific location being dirty and requiring more cleaning.
- Supportive of delivering projects that will improve the City.
- Consideration of low-impact development in the Park Lands (i.e. footpaths and trails).
- Feedback regarding a specific location requiring maintenance.
- Supportive of the City Connector bus.

YOUR SAY ENGAGEMENT SUBMISSIONS

Respondent	Do you support the adoption of the AM Plan?	Comments	Response
Respondent 1 (16/12/23)	Yes	Please stop using the term Transportation, we're not American. It is Transport. Transportation is when convicts were sent to Australia in the 1800s. It is Transport not Transportation in Australia.	Feedback was taken on board, and terminology used with the Plan has been updated.
Respondent 2 (16/12/23)	Yes	Agree with the findings on the survey on page 6 of the summary. The city bike lanes are woeful. I ride daily, and I often feel incredibly unsafe. Please install more protected, separated bike lanes. Particularly aiming to avoid car doors opening into these lanes. The city should also consider making routes through the city that are car-free and car-light, to improve safety for cyclists, pedestrians, and mobility device users.	<p>The AM Plan acknowledges the community feedback and service deficiencies associated with cycling infrastructure within the City, however the Plan's primary purpose is to forecast the operations, maintenance and renewal requirements of our existing assets.</p> <p>Strategic improvements to our transport network, including provision of new separated cycle ways, will be guided by the Integrated Transport Strategy (currently under development) and realised through the subsequent initiation, funding and delivery of key upgrade projects.</p> <p>While this Asset Management Plan does not identify financial forecasts associated with new and upgrade projects, it does ensure required asset renewals are aligned (where practical) with key new and upgrade projects aligned with our Strategic Plan objectives that are specified within the Resource Plan.</p>
Respondent 3 (16/12/23)	Yes	-	-
Respondent 4 (17/12/23)	No	Cycle paths should be considered separately from roads and footpaths and make for a sixth asset class in their assessment. It highlights the deficiencies in the cycle network unique to that asset class	<p>City of Adelaide currently recognise the linemarking associated with on-road cycling lanes as part of the individual road asset and Park Lands shared-use paths and separated cycleways on City Streets as part of the pathway network.</p> <p>Consideration of separating these assets into a new asset class will be incorporated into the improvement plan of this AM Plan and will be further considered in future revisions of this AM Plan.</p>

Recommendation 5 - Item 7.5 - Attachment A

Respondent 5 (17/12/23)	Yes	-	-
Respondent 6 (20/12/23)	Yes	We need to improve the protected bicycle network in the CBD	It is anticipated that the completion of the Integrated Transport Strategy (currently under development) and the subsequent initiation, funding and delivery of key upgrade/new cycling infrastructure projects will over time incrementally bridge the gap between customer expectations and service provisions.
Respondent 7 (23/12/23)	No	<p>The lack of a separate category for Bike lanes as a transportation asset is disappointing but not surprising. It reflects the abysmal level of investment and effort towards making the City of Adelaide a less hostile place for cyclists.</p> <p>Bikes are an environmentally friendly, space efficient, and health-improving method of transportation. They deserve to be taken seriously as a transport option, and this should be reflected by Bike lanes being considered a separate transportation asset.</p> <p>'Cycle lanes are safe' - 23% of responders agreed/strongly agreed 'Roads are safe' - 69% of responders agreed/strongly agreed</p> <p>'Cycle lanes meet my needs' - 27% agreed/strongly agreed 'Roads meet my needs' - 77% agreed/strongly agreed that (Figure 3.1-7 & 3.18)</p> <p>There is blatant inequity between the safety, quality, and abundance of Bike lanes and Roads. It is vital that the City of Adelaide works to address this. The consideration of Bike lanes as a separate transportation asset in this Asset Management Plan will increase transparency on the City of Adelaide's approach to improving bike lanes.</p> <p>As an aside, 'Cycle lanes' (the terminology used in the plan) sounds pretty stupid. Cycle is a verb. If we wanted to specify what a lane for cars would be, it would be a car lane, not a drive lane.</p>	<p>City of Adelaide currently recognise the line marking associated with on-road cycling lanes as part of the individual road asset and Park Lands shared-use paths and separated cycleways on City Streets as part of the pathway network.</p> <p>Consideration of separating these assets into a new asset class will be incorporated into the improvement plan of this AM Plan and will be further considered in future revisions of this AM Plan.</p> <p>It is anticipated that the completion of the Integrated Transport Strategy (currently under development) and the subsequent initiation, funding and delivery of key upgrade/new cycling infrastructure projects will over time incrementally bridge the gap between customer expectations and service provisions.</p>

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<p>Respondent 8 (03/01/2023)</p>	<p>Yes</p>	<p>-</p>	
<p>Respondent 9 (05/01/24)</p>	<p>No</p>	<p>'Given the very high level of customer dissatisfaction with on-city-street cycle lanes (Poor in the Nov 2021 survey), my thoughts are that the transport asset management plan would be an excellent opportunity to address this in the near term. There are several advantages of focusing on this particular shortfall in the near term rather than waiting for several more years. This would include providing non-protected bike lanes where they are currently not available (e.g. King William, widening existing bike lanes and removing dangerous on-street parking. the benefits of this are:</p> <ul style="list-style-type: none"> - low cost of upgrades for non-protected bike lanes where they currently don't exist - low cost to remove on-street parking where this is dangerous to cycle users (e.g. Franklin) - Possible availability of co-funding from state schemes for active transport/cycling - increasing the width of cycle lanes will reduce the wear and tear on pavement surfaces reducing ongoing maintenance costs - all the above will improve attractiveness of active transport and reduce car use and therefore wear and tear - will address several of the metrics associated with customer complaints and feedback. 	<p>It is anticipated that the completion of the Integrated Transport Strategy (currently under development) and the subsequent initiation, funding and delivery of key upgrade/new cycling infrastructure projects will over time incrementally bridge the gap between customer expectations and service provisions.</p> <p>We will continue to work in partnership with the State Government regarding enhancing access into and around the City, as well as leverage available funding grants, including the State Bike Fund and Special Local Roads Program.</p>
<p>Respondent 10 (06/01/24)</p>	<p>Yes</p>	<p>The current draft plan summary makes no mention of the length or condition of cycling paths in the city. We should be documenting all our cycle paths and categorising them according to type (dedicated, shared with pedestrians, separated lane on road, painted lane on road, shared with cars).</p> <p>Curiously the executive summary has many pictures of people on bikes and in parks and the few roads that are depicted are not clogged with cars which is a common occurrence!</p>	<p>City of Adelaide currently recognise the line marking associated with on-road cycling lanes as part of the individual road asset and Park Lands shared-use paths and separated cycleways on City Streets as part of the pathway network.</p> <p>Consideration of separating these assets into a new asset class will be incorporated into the improvement plan of this AM Plan and will be further considered in future revisions of this AM Plan.</p>

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<p>Respondent 11 (15/01/24)</p>	<p>Yes</p>	<p>Ned to ensure focus on pedestrians and cyclist safety</p>	<p>It is anticipated that the completion of the Integrated Transport Strategy (currently under development) and the subsequent initiation, funding and delivery of key upgrade/new cycling infrastructure projects will over time incrementally bridge the gap between customer expectations and service provisions.</p>
<p>Respondent 12 (24/01/24)</p>	<p>Yes</p>	<p>-</p>	<p>-</p>
<p>Respondent 13 (28/01/24)</p>	<p>Yes</p>	<p>Thanks for your work. Extending tram line up port road could be good! And of course electrification of train lines and increasing bike lanes and connectivity in and around the CBD.</p>	<p>It is anticipated that the completion of the Integrated Transport Strategy (currently under development) and the subsequent initiation, funding and delivery of key upgrade/new cycling infrastructure projects will over time incrementally bridge the gap between customer expectations and service provisions.</p>

<p>Respondent 14 (07/02/24)</p>	<p>No</p>	<p>I have read the plan. I am sorry, but there is no mention of cyclists, new safe and secure bike paths separated by a physical barrier from the road. Coming from Europe, I can't stress enough how poor the cycling infrastructure is in this city. I have been cycling all over my country and in the capital city where I lived before moving to Adelaide. Here, I am afraid to use a bicycle. Bike paths are just white lines painted on the side of the road, with no protection from cars, especially from parked cars. Cars park on bike lanes all the time. With bike paths separated from roads, this will not happen anymore, and I can be sure more people will cycle in the city. I really suggest you take a look at the Netherlands and how they combat traffic. There are a lot of YouTube videos about these topics. One really good channel is 'Not Just Bikes'.</p> <p>Adding more roundabouts instead of traffic light intersections would also increase the safety of pedestrians and cyclists. At the same time, you will save on operating costs, because there is practically no maintenance and electricity bills for a roundabout. The flow of traffic is faster and safer; you can't run a red light on a roundabout.</p> <p>I am also shocked that bicycle sharing and renting do not exist here in Adelaide. What is the fastest, most environmentally friendly way to move around the city? It is cycling. Those electric scooters are terrible, they are slow, and parked everywhere. Make specific parking locations for them and don't allow them to be parked anywhere but there.</p> <p>If you want a very good example of how bike sharing works well, check out the Slovenian capital, Ljubljana, and their 'Bicikelj' bike sharing solution. More on this link: https://www.visitljubljana.com/en/visitors/travel-information/getting-around/bicikelj/ and this one https://www.ljubljana.info/bicikelj/.</p> <p>This are all really small and not costly improvements compared to building roads.</p>	<p>The AM Plan acknowledges the community feedback and service deficiencies associated with cycling infrastructure within the City, however the Plan's primary purpose is to forecast the operations, maintenance and renewal requirements of our existing assets.</p> <p>Strategic improvements to our transport network, including provision of new separated cycle ways, will be guided by the Integrated Transport Strategy (currently under development) and realised through the subsequent initiation, funding and delivery of key upgrade projects.</p> <p>While this Asset Management Plan does not identify financial forecasts associated with new and upgrade projects, it does ensure required asset renewals are aligned (where practical) with key new and upgrade projects aligned with our Strategic Plan objectives that are specified within the Resource Plan.</p>
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<p>Respondent 15 (8/2/24)</p>	<p>Yes</p>	<p>As identified in the City's public engagement activities, the bike network is lacklustre and unsafe.</p> <p>This is recognised in the asset management plan but is unfortunately not followed up with statements of intention to invest in bettering this infrastructure.</p> <p>The report could also better highlight the significant lack of cycling infrastructure as a distinct feature from motor vehicle roads or pedestrian footpaths by classifying it as such in its asset summaries.</p> <p>Best of luck with maintaining and improving our beautiful city.</p>	<p>Strategic improvements to our transport network, including provision of new separated cycle ways, will be guided by the Integrated Transport Strategy (currently under development) and realised through the subsequent initiation, funding and delivery of key upgrade projects.</p> <p>While this Asset Management Plan does not identify financial forecasts associated with new and upgrade projects, it does ensure required asset renewals are aligned (where practical) with key new and upgrade projects aligned with our Strategic Plan objectives that are specified within the Resource Plan.</p>
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