

12.2.8 Draft Port Adelaide Enfield Walking and Cycling Plan

Report Type	Decision
City Plan Theme	Community Environment & Heritage Placemaking Leadership
Report Author	Traffic Engineer, City Assets
Report Summary	This report discusses the development of the Draft Walking and Cycling Plan and recommends that Council go out for wider community consultation on the draft plan.
Attachments	1. PAE Draft Walking and Cycling Plan [12.2.8.1 - 61 pages]

RECOMMENDATION

Council resolves that:

- 1. The report of the Director, City Assets titled "Draft Port Adelaide Enfield Walking and Cycling Plan" be received and noted.**
 - 2. The Draft Port Adelaide Enfield Walking and Cycling Plan as provided in Attachment 1 to this report is approved for community consultation.**
 - 3. A further report be brought back to Council following the conclusion of the community engagement for Council to consider the feedback received.**
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Report

Council has commenced the development of a Walking and Cycling Plan (W&CP) in parallel to the Integrated Transport Strategy (ITS) which will aim to deliver on the direction outlined in the ITS for active transport.

The W&CP seeks to enhance walking and cycling as a main mode of transport through the creation of a safer and more accessible network.

The plan has considered other best practice examples in developing guiding principles to achieve a greater uptake of active travel. Through the initial development of the plan, a review of the current network and the progress of the actions identified in the Local Area Bicycle Plan 2015-2020 was undertaken.

The Walking and Cycling Plan will supersede the Local Area Bicycle Plan 2015-2020.

The W&CP sets out desired outcomes and delivery focus areas which are centered around providing facilities for the 'interested, but concerned' proportion of the population. This group encompass people across a broad spectrum who are willing to undertake greater active travel if high quality, safe and connected infrastructure is in place. The desired outcomes are outlined below:

- Increased journey to work proportion of cyclists and pedestrians
- Increased proportion of school children walking and cycling to/from schools

- Increased proportion of people making short local trips by walking and cycling
- Increased numbers of people engaging in recreational walking and cycling.

These outcomes would be achieved through the following focus areas:

- Improve walking and cycling infrastructure
- Promote and encourage walking and cycling
- Provide information, invest in data and monitoring.

The outcome and focus areas strongly influence key actions which have been highlighted within the plan.

Areas of focus for an improved walking network have been considered based on having a higher level of pedestrian activity, crash history, emerging higher density precincts and the presence of everyday destinations such as shopping centres, these areas include:

- Port Adelaide CBD
- Hanson Road (between Wilson Street and Ridley Grove)
- Hanson Road (from Sixth Avenue to Arndale Shopping Centre)
- Parks Recreation Sports Centre
- Churchill Road (between Goodman Avenue and Livingstone Avenue)
- Prospect Road
- Main North Road (Enfield Library and surrounds)
- Main North Road (Sefton Plaza and surrounds)
- Sudholz Road and Lyons Road.

The proposed 2025 cycling network is reflected visually within the W&CP on Maps 1A – 1C which are found on pages 47-49 of the plan. The key priorities over the next five years focus on improved safety and wayfinding of existing established routes along with the installation of new routes to provide better connectivity. Some key areas are detailed below:

- Gillman East-West Bikeway Connector
- Enfield East-West Connector
- Port Adelaide CBD improvements
- Outer Harbor Greenway Improvements
- Improved north-south connecting neighbourhood links on the eastern side of the Council area

The draft Port Adelaide Enfield Walking and Cycling Plan is included as Attachment 1.

City Plan Relationship

The report was prepared with the following themes from the City Plan in consideration:

- A City that supports community wellbeing by residents saying that they are healthy and feel safe in their neighbourhood and community
- A City which is accessible where residents say they can easily access places and services across the City of Port Adelaide Enfield

- A City confident in its leaders by residents saying that Council delivers value for the rate dollar
- A City that is sustainable where a proportion say the city's natural environment is effectively protected.

Legislative Context and Related Policies

Any infrastructure that is constructed as a result of the recommendations contained in the Port Adelaide Enfield Walking and Cycling Plan would need to be designed in accordance with the following legislation:

- The Department for Transport and Infrastructure's 'Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices' (The Code of Technical Requirements)
- Local Government Act (1999)
- Road Traffic Act (1961)
- Australian Road Rules (1999)
- Road Traffic Regulations (1999)
- Various Austroads Guidelines & Australian Standards.

Stakeholder Engagement

Through the engagement undertaken for the ITS it is evident that active transport is a key concern/focus area for the community. The map-based tool available on the Integrated Transport Strategy *Have Your Say!* webpage identified 329 issues and ideas. In total 151 (46%) of these issues and ideas related to active transport.

Council Administration held a workshop with Elected Members in June 2021 to present on the work which has been undertaken on the plan. The workshop provided background to the development of the plan and an outline on the strategies to improve the walking and cycling network through the W&CP.

The Port Adelaide Bicycle User Group (PortBUG) have been engaged throughout the development of the draft plan. Council Administration met with PortBUG representatives in July 2021 to discuss the draft plan and their feedback in detail. Further engagement with the PortBUG and other stakeholders will continue moving forward through the finalisation of the plan and implementation.

Risk Management

Council is responsible for creating a safe and accessible environment for all users. The Walking and Cycling Plan seeks to establish principles aligned with the Safe System approach to guide appropriate walking and cycling infrastructure.

Financial Management

The Walking and Cycling Plan identifies a number of key investment areas for Council to deliver on over the life of the plan. The proposed infrastructure priority investment plan has indicative costs which total over \$2 million. It is proposed to allocate a minimum of \$250,000 per year for the life of the plan.

Other funding and grant opportunities will also be explored to further fund the delivery of walking and cycling infrastructure (e.g. through the State Bike Fund).

Environmental and Social Impacts

Data collected through the Census indicates that the proportion of residents who walked and cycled to work is on the decline over the past 30 years. The Walking and Cycling Plan is focused around increasing the uptake of active travel.

The benefits of active travel are well established in reducing private vehicle trips which not only has environmental impacts through reduced emissions but also significant positive health impacts.