

[DELETED]

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To whom it may concern,

Thank you for the opportunity to make a submission regarding the 20-year State Infrastructure Strategy – Discussion Paper. My main points of discussion relate to providing a safer road system as well as provision of infrastructure that supports active transport modes.

First and foremost, I believe that death and injuries should not be an inevitable consequence of transport and mobility. Future transport infrastructure needs to be carefully designed and installed with a safe systems approach [1]. No person should be injured or killed while using the road and infrastructure should not contribute to trauma; the desire for improved transport efficiency should not result in human harm.

Private motor vehicle use is the least efficient mode of travel for transporting individuals based on space requirements and energy use. South Australia's obsession with motor-vehicle use and designing infrastructure primarily to accommodate this, may decrease livability in our state (increased emissions, congestion etc.). But I commend the State Government for initiatives that improve transport efficiency and reduce congestion. It seems however, that pedestrians and cyclists are often penalised as a result of large-scale infrastructure projects that prioritise motorised transport. Road widening and lowered motor ways (such as the T2T project) have increased crossing times for pedestrians and cyclists at Torrens Road, Hawker Street, Port Road and Grange Road. Future infrastructure projects of a similar nature should not be allowed to penalise active transport modes, priorities need to be reconfigured if we are serious about increasing these modes of transport. Even within road transport networks, cyclists and pedestrians are penalised, for example, at intersections, they are given limited and short crossing times, while priority is given to motorised vehicles.

Smart infrastructure systems need to be considered, so that cyclists and pedestrians are not left waiting at a red-light for long periods while intersecting roads have a green signal and no vehicles are in sight. There needs to be consideration of all road users in transport efficiency improvement, especially active travel modes, where there are aspirations to increase participation. The previous State Government's Strategic Plan had an ambitious target to "Double the number of people cycling in South Australia by 2020" [2]. Unfortunately, we will not meet that target and cycling participation is declining [3] and, in fact, the current State Government appears to have rescinded the Strategic Plan [4].

The 20-year State Infrastructure Strategy discussion paper makes no mention of providing investment for cycling infrastructure and current infrastructure is unlikely to meet the requirements of any significant increased

cycling participation in South Australia. I would urge any infrastructure strategy to seriously consider active transport modes and to start considering bicycle infrastructure as more than just a painted white line of a road.

Sincerely,

[NAME WITHHELD ON REQUEST]

References:

[1] <https://www.roadsafety.gov.au/nrss/safe-system.aspx>

[2] <https://www.sahealth.sa.gov.au/wps/wcm/connect/public+content/sa+health+internet/about+us/about+sa+health/health+in+all+policies/health+lens+analysis+projects/active+transport+cycling+strategy+health+lens>

[3] <https://austroads.com.au/network-operations/active-travel/cycling-participation>

[4] <https://www.adelaidenow.com.au/news/south-australia/expremier-mike-ranns-vision-for-south-australia-purged-after-14-years-by-new-ruling-liberals/news-story/7426eeab1f56078a971d5a823b411971>