

2022 - 2032

CYCLING STRATEGY

for South Australia



Government
of
South Australia

Acknowledgments



The South Australian Government acknowledges and respects Aboriginal people as the State's first people and nations and recognises Aboriginal people as traditional owners and occupants of South Australian land and waters.

The South Australia Cycling Strategy 2022 – 2032 (SA Cycling Strategy) is championed by the Department for Infrastructure and Transport (DIT) and the Office for Recreation, Sport and Racing (ORSR).

We would like to acknowledge the following contributors to the SA Cycling Strategy:

- Attorney General's Department
- AusCycling
- Bike Adelaide
- Bike SA
- Department for Environment and Water
- Forestry SA
- Office of Design and Architecture SA
- SA Tourism Commission

Thank you for contributing to the development of the SA Cycling Strategy and thank you to all who currently ride and will continue to ride in South Australia.

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Message from the Minister



Hon. Corey Wingard MP
Minister for Infrastructure and
Transport

We aim to make cycling a part of our everyday life for South Australians and encourage people of all ages and abilities to enjoy the benefits of riding.

I am pleased to present the SA Cycling Strategy 2022-2032 – a statewide strategy that outlines our vision for riding in South Australia.

There are many benefits in actively promoting and expanding cycling within our State – health and wellbeing, economic and environmental benefits.

We need to attract people of all ages and abilities to take up regular riding for transport, sport and recreation. This means ensuring we have the right infrastructure in the right places, and enable riding to be a safe, convenient and enjoyable activity for all South Australians.

The presence of more bikes on our streets and recreation trails, particularly in response to COVID-19, highlights the growing interest in riding both locally and globally.

South Australia hosts world class cycling events. Our mild climate, relatively flat topography, coastal and hills environments, and our world-renowned tourism and wine regions mean that we have wonderful conditions and locations for riding.

This strategy will guide future investment, expand and improve our riding infrastructure, and support a safe and convenient environment for riding, for everyone.

The strategy will be delivered through collaboration and ongoing consultation with state government agencies, local councils, sport and recreation organisations. We all play a key role in supporting **more people cycling, more often**.

Hon. Corey Wingard MP
Minister for Infrastructure and
Transport

Executive Summary

Riding a bike is good for physical and mental health, the environment and the economy.

Riding has seen a surge in popularity in recent years. With world-class riding facilities and events such as the Tour Down Under and increased investment in our network, South Australia is well-placed to capitalise on the growth in riding.

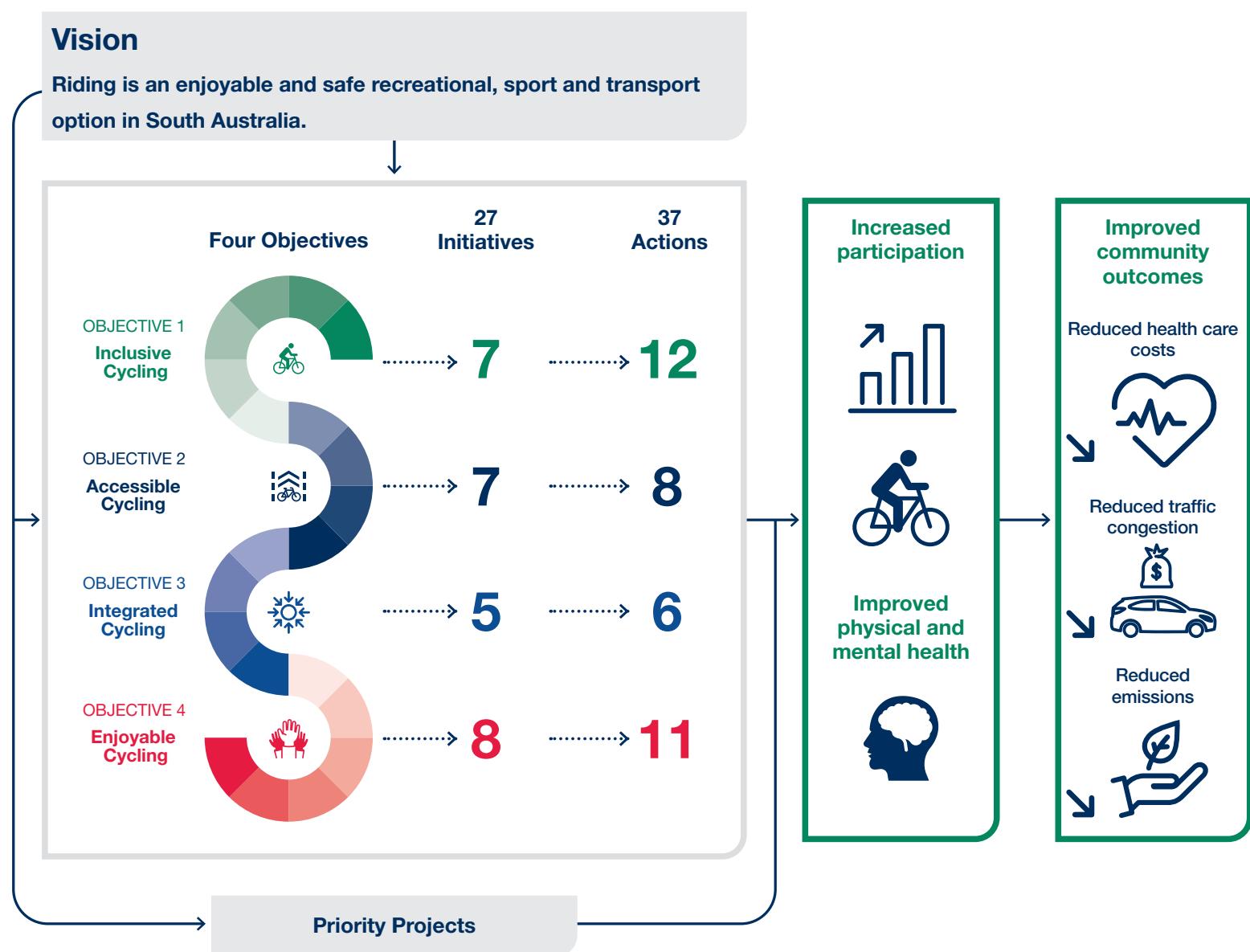
Riding is a legitimate transport, sport and recreation option and people who choose to ride deserve to feel safe and be safe, just like those who choose to walk, use public transport or drive a car.

Investment in safer riding environments in South Australia will encourage more interested, but concerned people, to ride and will assist in improving attitudes towards riding.

Our Cycling Plan outlines the vision, objectives, initiatives and actions along with six priority projects to increase participation, improve physical and mental wellbeing and improve community outcomes.

Priority projects address the following key themes:

- Information and Promotion
- Greenways
- Bicycle Boulevards
- Integrating Cycling into Major Projects
- Major Events and Programs
- Trails and Elite Sport



1. Introduction

Community and government support for riding is growing across South Australia. We aim to make cycling a part of everyday life for South Australians and encourage people of all ages and abilities to enjoy the benefits of riding.

Across South Australia, more people riding bikes will have a positive impact on our community health and wellbeing, the economy, and the environment. The presence of more bikes on our streets, particularly in response to COVID-19, highlights the liveability of our cities and the opportunity for better bike infrastructure to support more cycling, more often.

People ride bikes for many reasons including as a means of transport, recreation, family fun, tourism, fitness and sport.

People also ride in different settings including off-road, on-road, along the coast, in the hills, and in other urban, regional and remote areas of our state.

The SA Cycling Strategy is a state-wide strategy. It outlines our vision for riding in South Australia and builds on our previous successes and achievements.

The Strategy has been developed in consultation with South Australian Government agencies, industry bodies and peak stakeholder groups. The Cycling Strategy is closely aligned with the Government's initiatives to get people more active, enhance tourism, improve road safety and support the economy.

This Strategy will guide future investment, expand and improve our riding infrastructure, and support a safe and convenient environment for riding, for everyone.

Why a Cycling Strategy?

The Cycling Strategy 2022-2032 redefines what it means to be a cycling friendly state.

This Strategy presents the current state of riding in South Australia and related trends, the barriers to riding, and the strategic priorities needed to help us increase participation in riding.

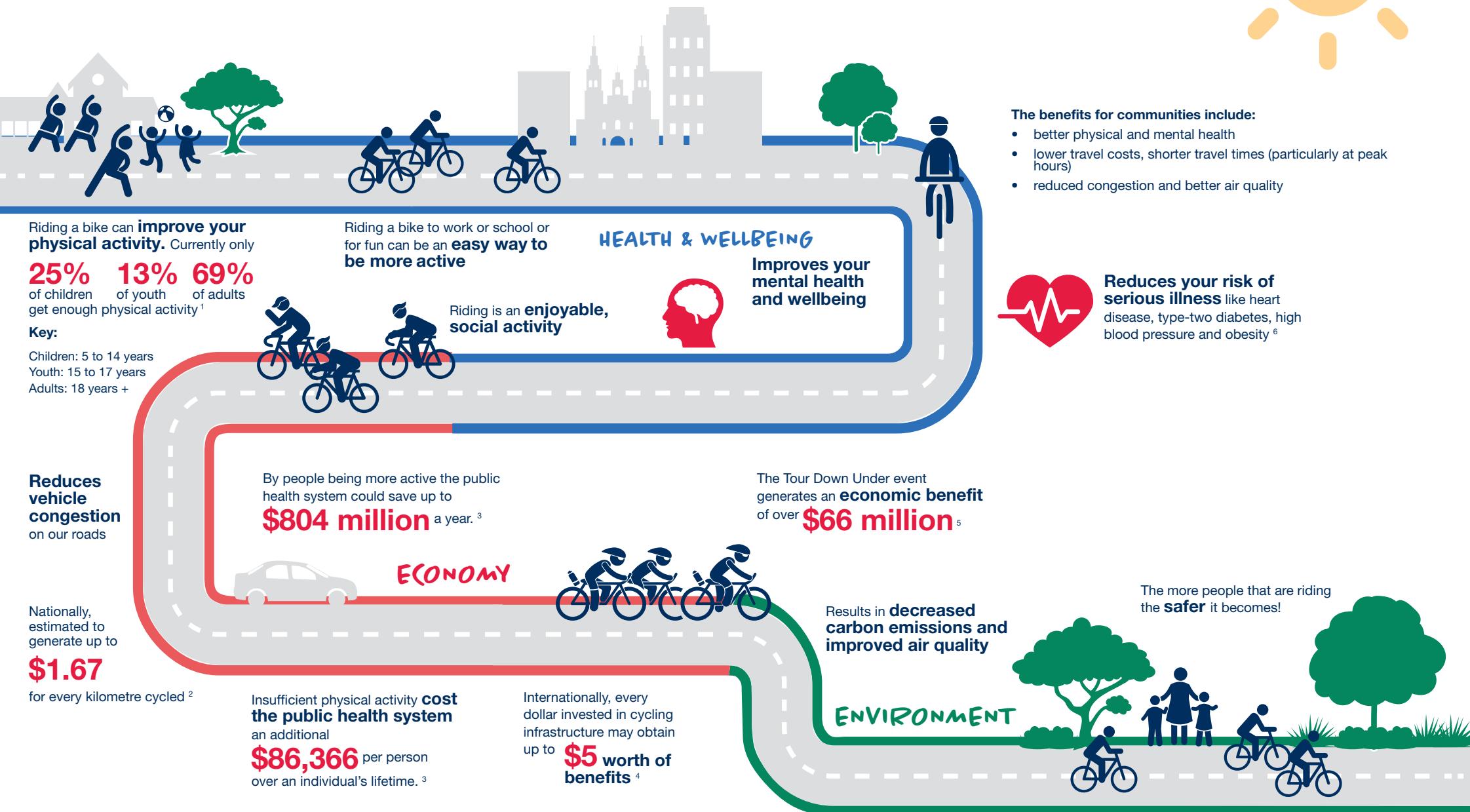
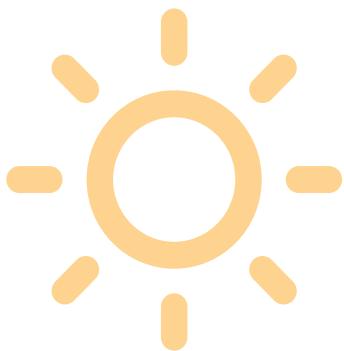
It recognises the opportunity to promote South Australia as a great place to ride and outlines the objectives, initiatives, actions and priorities related to riding.

The purpose of the Strategy is to:

- Take advantage of the riding boom
- Increase the number of people riding
- Promote better infrastructure for riding
- Support bike education for children and new riders
- Prioritise strategic investment in cycling infrastructure



2. Benefits



3. Our Vision for South Australia

Vision

Riding is an enjoyable and safe recreation, sport and transport option in South Australia.

Objectives

OBJECTIVE 1 Inclusive Cycling	OBJECTIVE 2 Accessible Cycling	OBJECTIVE 3 Integrated Cycling	OBJECTIVE 4 Enjoyable Cycling
Cycling for everybody, every day	A modern, convenient cycling network	Land use, transport and public transport planning working together	Cycle tourism and recreation opportunities



Delivering the Vision

Increasing the number of people that experience the joy of riding a bike, and the range of benefits from choosing to ride more often, will require a whole of Government and whole of community approach.

Collaboration and coordination between multiple government areas, Local Government, the cycling industry and wider community will support the delivery of this Strategy and ultimately serve to improve the quality of life for people who live, work and play in South Australia.



4. Recent Trends

Cycling has seen a surge in popularity in recent years, with recreational riding significantly increasing both locally and nationally.

With world-class riding facilities and events such as the Tour Down Under and increased investment in our network, South Australia is well-placed to capitalise on the growth in riding.

Where are we now?



Cycling has seen an unprecedented surge in popularity across the world in response to COVID-19.



Australia has seen a boom in bicycle sales with a 300% increase in sales between April 2019 and April 2020⁶.

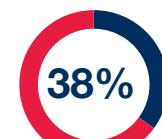


Demand for new bikes and bike accessories is very high and supply very low due to stock coming from overseas.

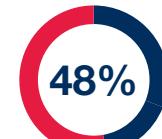


Data shows that riding increased 200% along the River Torrens Linear Park Trail in Charles Sturt Council, from just over 800 daily riders in April 2019 to over 1,600 daily riders in April 2020⁷.

Participation Survey, 2021⁸



Participation
Cycling participation has increased to 38.3% in SA, up 8.5% from the previous year



Children
48% of children under 10 rode a bike in the past week in SA



Purpose
The main motivator to ride was for recreational purposes

Tour Down Under Economic Benefits (2020)

805,000

Total spectators at TDU

\$66m

Generated from TDU in 2020

48,000

Event specific visitors from TDU

837

Full-time equivalent jobs from TDU

Did you know? ⁸



The number of households in SA with at least one working bicycle has been increasing steadily since 2015.



Approximately 61% of households in SA have one or more working bicycle in their household (2021).



Approximately 1.1% of South Australians ride an electrically assisted rideable such as an e-scooter, e-skateboard or segway in a typical week. Slightly less than the national average of 1.5%.

Our strengths



Location

Adelaide's relatively flat topography is ideal for cycling, surrounded by hills, vineyards and the coast for recreational cycling.



Talent

Adelaide is home to Australia's track cycling team. South Australia has a growing base of entrepreneurs making bike components, accessories and creating unique cycling experiences in South Australia.



Tourism

Adelaide and greater South Australia are a cyclist's haven, with 10 'must-cycle' bike trails in the State (2020).



World-class facilities

Adelaide is home to world-class cycling facilities, including the Super-Drome, wind tunnel, State Sports Park, and the South Australian Sports Institute.



Major events

South Australia hosts numerous major cycling events, including the Tour Down Under, AusCycling events, BikeSA events and Pedal Prix.



Economy

The South Australian economy benefits from getting an inactive person to walk or cycle (estimated at between \$5,000 and \$7,000 per year).⁹

5. Attitudes and Behaviours

Riding is a legitimate transport, sport and recreation option and people who choose to ride deserve to feel safe and be safe, just like those who choose to walk, use public transport or drive a car.

Riding a bicycle regularly to the shops, to school, to work, or for exercise and enjoyment, should not require bravery. Yet, all too often, that is the perception – you have to be “brave” to ride a bike. This stems from concerns about safety, primarily relating to a lack of safe infrastructure providing better separation from vehicle traffic.

Not feeling safe when riding is a key barrier to greater cycling participation.

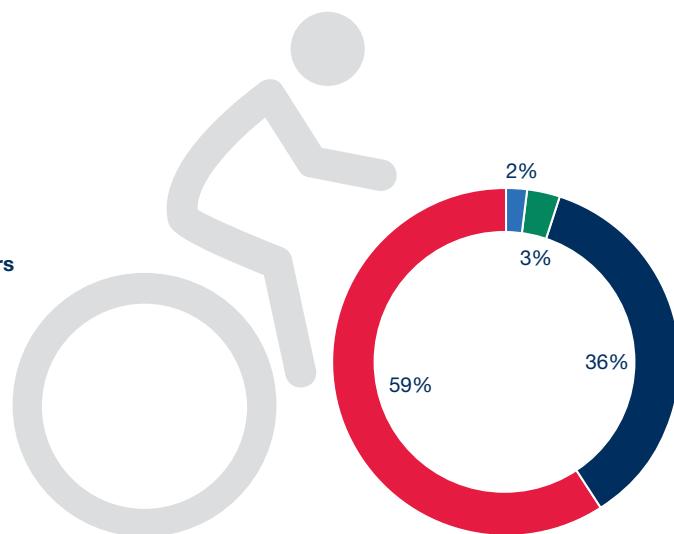
This is supported by recent studies around Australia.

People fall into one of four categories based on their bike riding attitudes and behaviours.¹⁰

People who are interested, but concerned about riding, account for over one-third of responses. They are curious about cycling and understand the need for people to lead more active lives. They often like the idea of riding a bike, remember enjoying riding a bike in their childhood and would like to ride more. However, they are concerned about safety, and cautious of road vehicles.

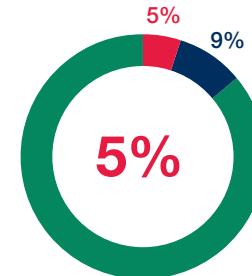
If road vehicles were slower, less frequent or more separated from bikes, more people may ride more often.

Investment in safer cycling environments in South Australia will encourage more interested, but concerned, to ride and will assist in improving attitudes towards cycling being a legitimate transport and recreational choice, and an enjoyable, safe experience.



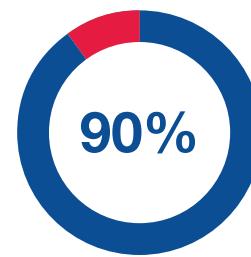
SA Road Safety Strategy 2021¹²

LIVES LOST



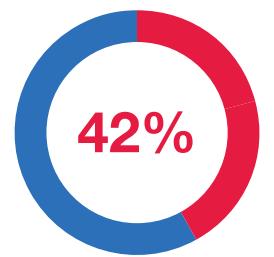
People who ride represent 5% of lives lost on SA roads and 9% of serious injuries between 2016-2020 in South Australia

METROPOLITAN RISKS



90% of serious injuries involving a bike rider occur in metropolitan Adelaide

INTERSECTION RISKS



42% of lives lost and serious injuries occur at intersections

Bike riding should be an enjoyable and safe activity for 8 to 80 year olds, and people of all abilities.¹³



6. Existing Network

The existing network includes a range of infrastructure that supports people who ride a bike for any reason, of all ages and abilities, in metropolitan and regional areas.

The foundations of the State's cycling infrastructure include:

Greenways

As defined under the *30-Year Plan for Greater Adelaide*

Greenways are dedicated walking and cycling routes following public transport corridors or linear open space, such as along rivers. Greenways routes typically connect quiet local streets with new off-street paths and main road crossings, creating direct cycling routes and better access to public transport stops and stations. Connections to open space, schools and commercial areas are also improved. Where possible, projects improve the streetscape by planting native trees and shrubs as well as installing public art.

Examples include:

Mike Turtur Bikeway, Little Para River Trail, Marino Rocks Greenway, Outer Harbor Greenway, Gawler Greenway, Grange Greenway, Flinders Greenway.

As declared under the Recreational Greenways Act 2000

The '*Recreational Greenways Act 2000*' (the Act) allows for land to be set aside for the purpose of recreational trails under the protection of the Act. It enables a Greenway (land corridor of protected open space for a trail), to be declared over public or private land for the purpose of recreational walking, bike riding, horse riding, or other similar purposes.

Examples include:

Bundaleer Heysen Greenway, Bundaleer Mawson Greenway, Wirrabara Heysen Greenway, Wirrabara Mawson Greenway.



Bicycle Boulevards

Bicycle Boulevards connect and improve traffic-calmed local streets with new off-street path links and main road crossings, creating direct cycling routes which are an easy alternative to riding on busy roads.

Examples include:

Levels-City Bikeway, Norwood bikeway, Airport Bikeway, Belair-City Bikeway



Trails

From mountain bike trails through South Australia's parks and Outback to leisurely rides through metropolitan Adelaide, South Australia has an experience to suit everybody.

Examples include:

Belair National Park, The Mawson Trail, Fox Creek Bike Park, The Riesling Trail, The Encounter Bikeway.



Bike and Ride Facilities

Bike and Ride facilities are located near key public transport stops or stations and allow public transport users a secure place to leave their bike. Bike cage facilities have CCTV, lighting and operate free of charge. Users can access the facilities by using their metroCard, encouraging integration between public transport use and cycling.

Examples include:

O-Bahn interchanges, Parafield Park n Ride, Adelaide Airport



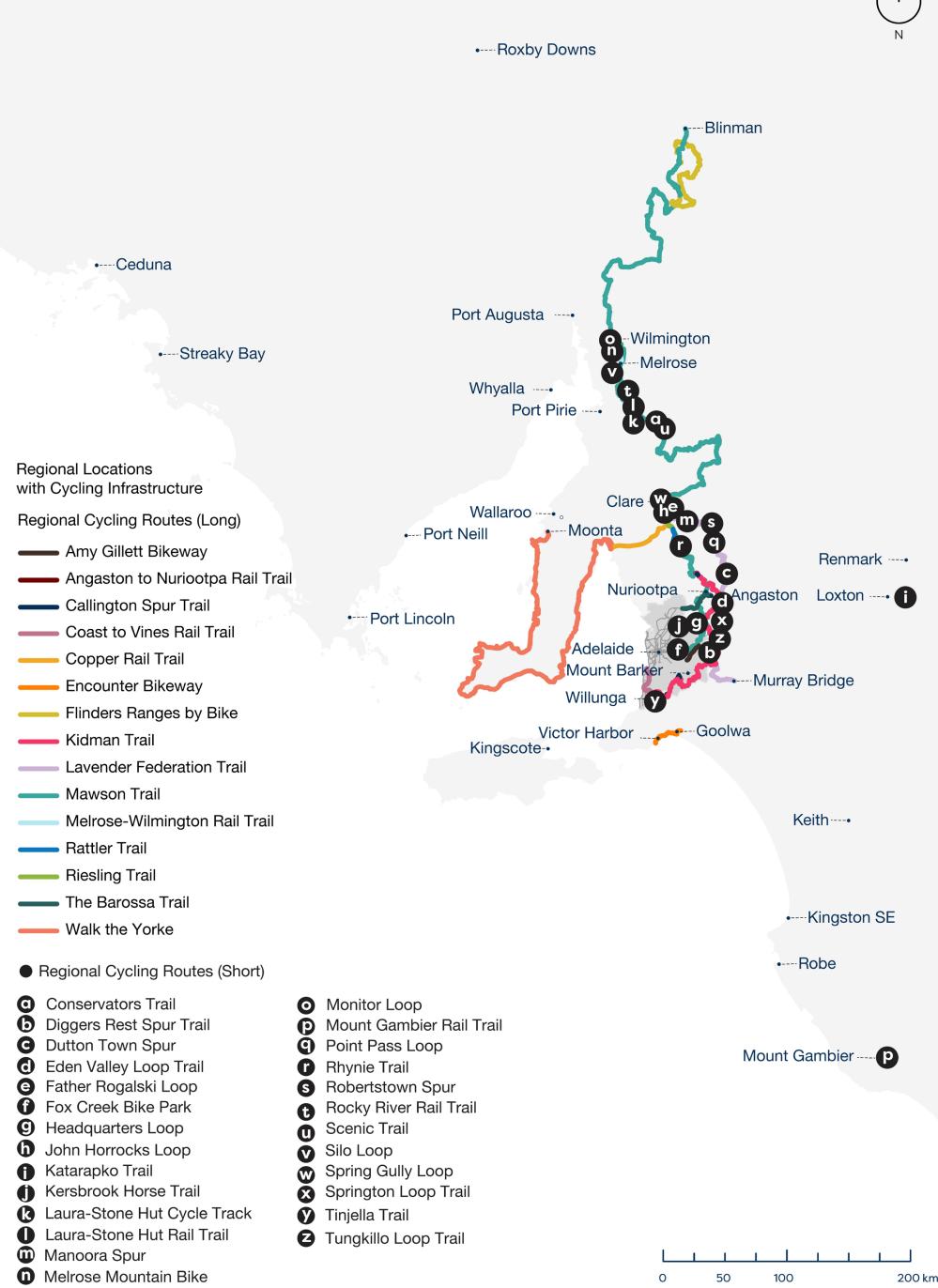
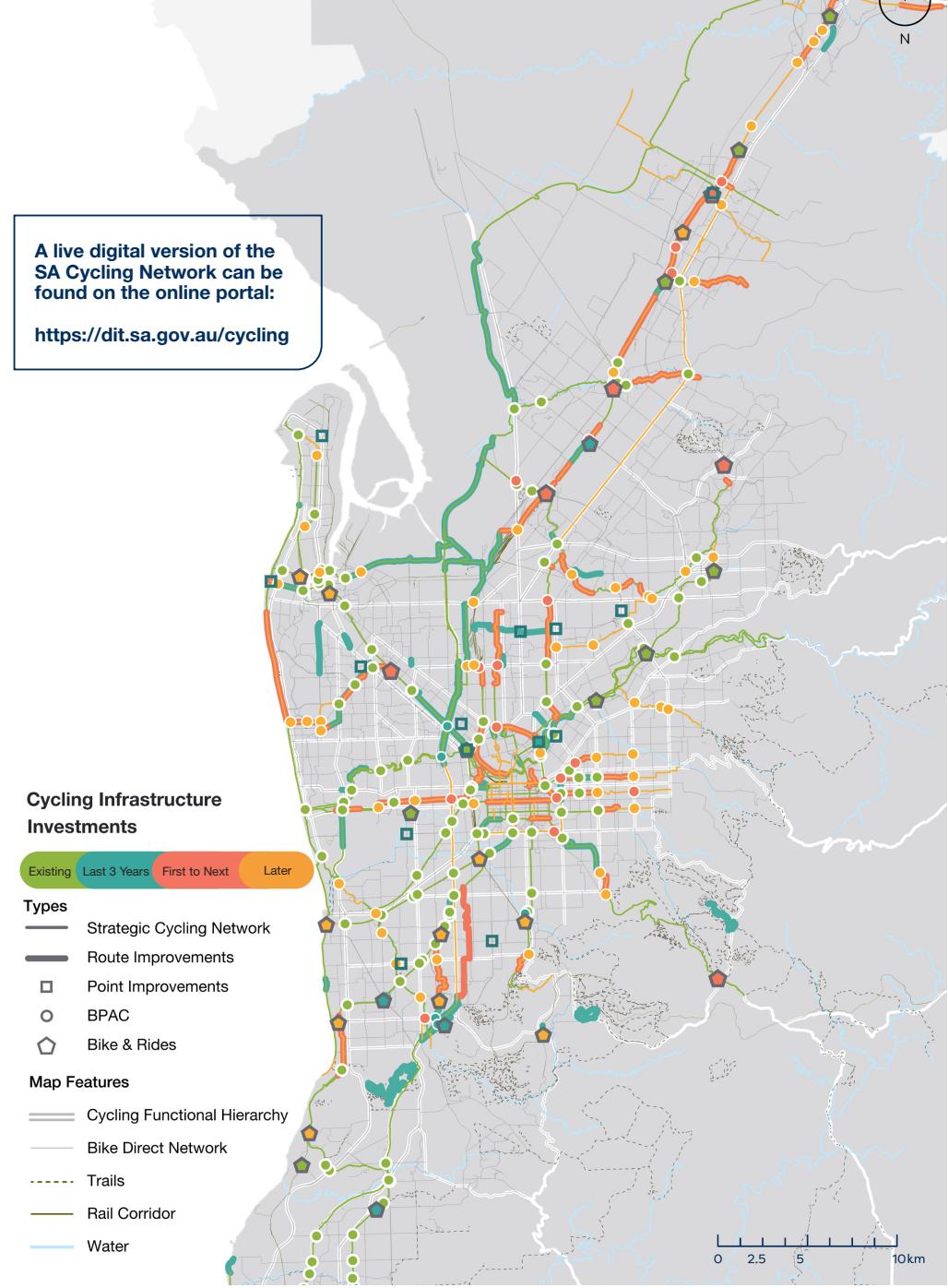
Safe Intersection Crossings

Safe and convenient crossings of main roads are a key element of a complete Greenway or Bicycle Boulevard route. Crossing signals are desirable for multi-lane arterial roads.

Examples include:

Bicycle and Pedestrian Activated Crossings, unsignalised median refuge islands, grade separation



SA Regional Cycling Infrastructure and Routes**Map of Cycling Infrastructure Investments in Metropolitan Adelaide**

7. Cycling Success

The South Australian Government over the last three years has:

- Supported more than 60 cycling projects
- Expanded or improved more than 50 km of the State's cycling network infrastructure
- Delivered key cycling infrastructure projects within Greater Adelaide and regional South Australia
- Continued the Way2Go school education program to actively educate and encourage school age students to ride a bike
- Hosted Tour Down Under event, attracting nearly 50,000 visitors to our State.

The following projects highlight some of the recent achievements in South Australia that support more people riding, more often.



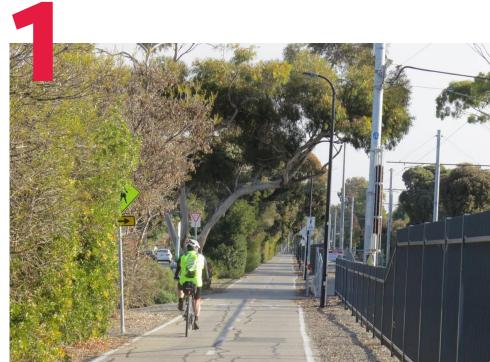
- 1. Mike Turtur Bikeway upgrade in Wayville**
- 2. Sam Willoughby BMX Facility**
- 3. Mount Gambier Rail Trail**
- 4. Outer Harbor Greenway between Croydon and Bowden**
- 5. Tapa Martinthi Yala and Port River Bikeway**
- 6. Way2Go Bike Ed**

Government programs to fund cycling infrastructure

The South Australian Government works in partnership with local councils to deliver cycling infrastructure improvements on local roads. The State Bicycle Fund provides annual dollar-for-dollar subsidy funding to local government for cycling infrastructure projects. A portion of the State Bicycle Fund is reserved for cycling improvements in regional areas. The Open Space Grant Program, funded through the Planning and Development Fund, includes provision for shared use paths and parks that facilitate walking and cycling. These programs provide opportunities for integrated improvements that will continue to enhance and extend South Australia's cycling networks.

Local Government Councils can apply for funding via the State Bicycle Fund. Applications are invited to be submitted to DIT early in the year for the following financial year's program.

For more information visit: <https://www.sa.gov.au/topics/driving-and-transport/cycling/cycling-grants>



Mike Turtur Bikeway

The 9.5 kilometre shared use path is the busiest cycling commuter route in Metropolitan Adelaide. The Bikeway follows the Glenelg tramline and intersects with the Marino Rocks Greenway at Goodwood and the Westside Bikeway and Sturt River Linear Park Trail near Morphettville.

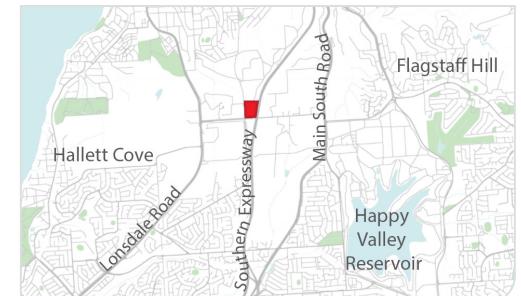
The State Government recently partnered with the City of Unley to deliver the Mike Turtur Bikeway Upgrade project between Musgrave Street and King William Road, Wayville. The project returned more than 2,000m² of former tram corridor to the community and delivered an upgraded shared use path including lighting, a greener corridor with new trees and shrub plantings and improved access to Tram Stop 2 including a new accessible ramp from Bendall Ave.

The \$25 million Mike Turtur Overpass project (jointly funded by Australian and South Australia governments) will deliver a shared use bridge over the Goodwood railway station. The project will improve connectivity and safety for pedestrians and cyclists by removing the current out of direction detour to cross the rail lines via the level crossing at Victoria Street.



Sam Willoughby BMX Facility

Named after World Champion BMX Rider and Olympic silver medalist Sam Willoughby, construction of the \$6.05 million Union Cycliste Internationale track has commenced at the new Glenelton National Park in Southern Adelaide. It is a joint venture between local and state government and the track consists of both 5 metre and 8 metre start hills. It will be one of the greatest BMX facilities in the world, with potential to attract visitors and riders nationally and internationally.



3



Mount Gambier Rail Trail

The Mount Gambier Rail Trail is a shared path that follows a former railway route running from the Jubilee Highway in the west, through the heart of the city, along Telford Street outside the Mount Gambier Showgrounds and reconnects with Jubilee Highway. It has a relatively flat topography and takes an average of 30 minutes to cycle along, making it an easy ride suitable for all cyclists. It has been a popular cycling route for locals and visitors since it was opened in 2017.

Recent achievements by the City of Mount Gambier include the extension from White Ave to Tollner Road in partnership with the State Government which has completed the trail from the east to west boundary. The project brings the total length of the trail to 12.4 kilometres.



Outer Harbor Greenway

The Outer Harbor Greenway provides a safe, direct, continuous and attractive link from the city to Port Adelaide and the Lefevre Peninsula following the Outer Harbor rail line.

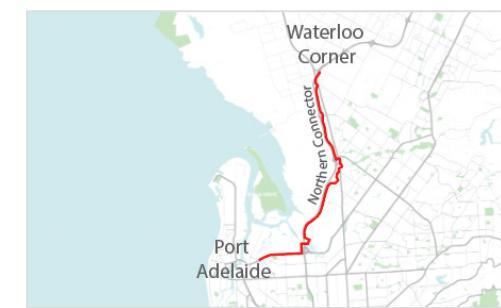
Recent achievements include the 1.7 kilometre section between Croydon and the Adelaide Park Lands. The projects were delivered as part of the Torrens to Torrens and Torrens Rail Junction projects and delivered a shared use bridge over South Road, shared use path behind the Bowden Heritage Precinct between East Street and the new shared use path bridge over Chief Street at Brompton and the underpass of Park Terrace near Bowden railway station.

4



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5



Way2Go Bike Ed

Way2Go is a statewide program promoting safer, greener and more active travel for primary school students and their communities. It uses a whole school approach built on a partnership between local councils, school communities and the State Government. One of the components of the broader Way2Go program is Way2Go Bike Ed, which is a practical program for students to learn basic bike handling skills and support them to develop skills required for on-road riding.

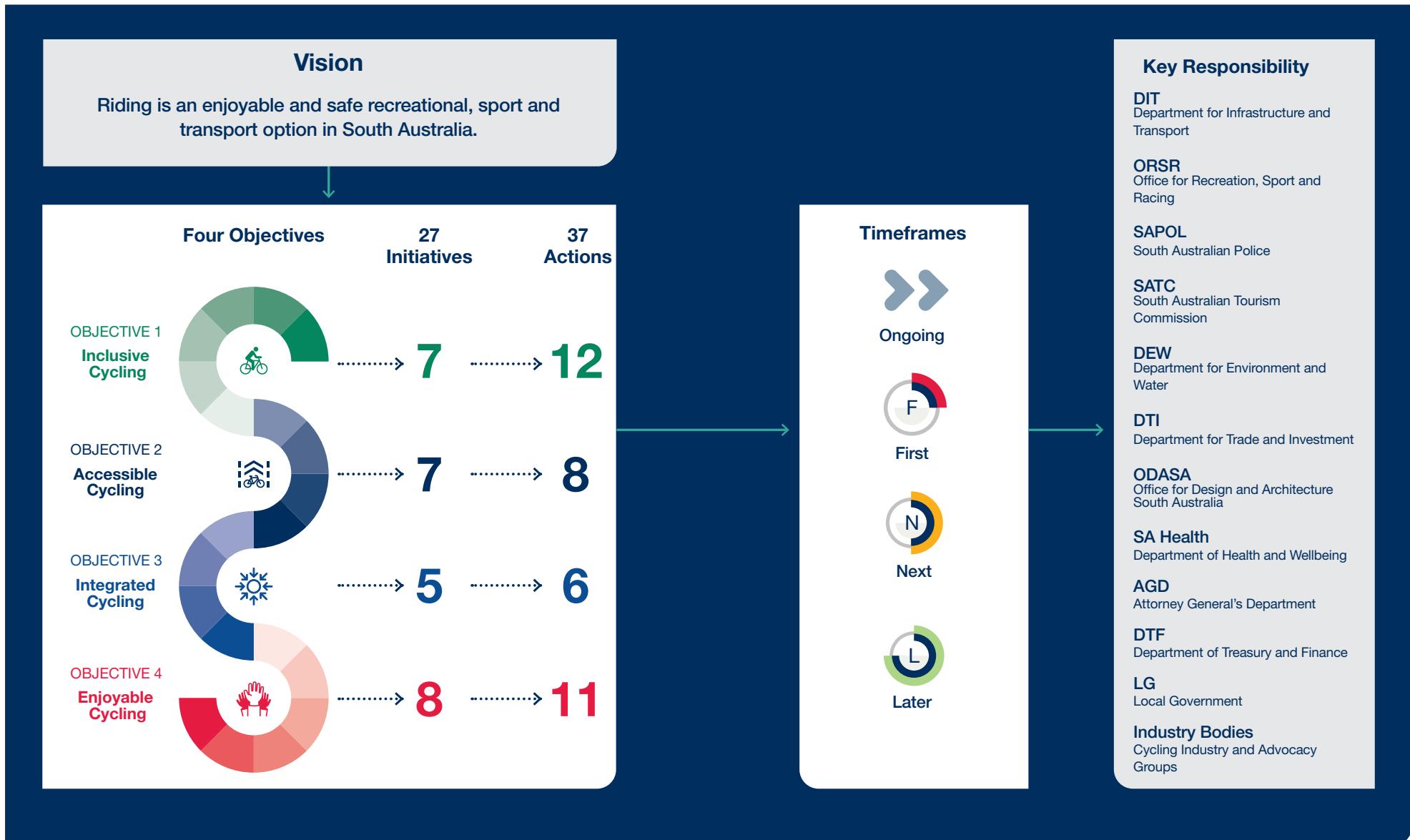
Tapa Martinti Yala and Port River Bikeway

Delivered as part of the \$867 Northern Connector Project, the Tapa Martinti Yala shared use path and the Port River Bikeway runs alongside the Northern Connector and Port River Expressway. The project connects to the existing Stuart O'Grady Bikeway to form a 46 kilometre link between Port Adelaide and Gawler. The path also links in to the Gawler Greenway, Dry Creek Trail, the Little Para River Trail and the Gawler Urban Rivers Trail to provide significantly improved connectivity for people walking and riding in Adelaide's northern suburbs.

6



8. Our Plan



Objective 1

Inclusive Cycling

Cycling for everybody, everyday



More people riding

In a positive riding culture the community accepts and values cycling as part of the transport mix. People riding are seen as legitimate road users, who may also own a car, and who just want to get from A to B quickly. They ride their bikes for transport because it is a convenient way to get around. Growing a supportive cycling culture means encouraging mutual respect for all road users and all types of bike riders and the view that our roads and paths are to be shared.

Cities that have more even gender split for cycling participation generally provide greater separation between bicycle and motor vehicles on busy roads.

The State Government will consider the diverse range of people who cycle, from commuters, family groups, children riding to school to athletes in training. Through a range of actions we will enable more potential bike riders, to become occasional or regular riders, for transport, sport or recreation.

Initiatives		Action	Timeframe	Key Responsibility
1.1	Establish an agreed partnership approach to cycling improvements and promotion in the community.	Develop a taskforce with representatives from relevant Government departments to support a “whole of Government approach”	F	DIT ORSR DEW
1.2	Develop and deliver travel behaviour change programs to support mode shift towards active travel choices	Create targeted advertising campaign and behaviour change programs to highlight the benefits and advantages of riding for a range of targeted user groups (commuters, school children, for recreation, etc.).	N	DIT Industry Bodies ORSR
1.3	Educate, market and promote riding in schools	Provide information, tools and resources on a range of topics that cater to all stages of cycling confidence.	>> Ongoing	DIT ORSR
		Continue the Way2Go Schools program to reach more children.		
1.4	Support current and emerging riding trends and technology, including further innovations in e-bikes and bikeshare programs	Investigate digital innovation to promote riding opportunities for youth. Work with industry to understand use of bikeshare programs and determine attraction factors.	F	DIT
1.5	Create supportive riding conditions through legislation	Support programs through advertising. Actively seek opportunities to influence legislation to improve outcomes for people who ride. Including enforcement of existing legislation such as the one metre passing rule.	N	DIT SAPOL
1.6	Improve understanding of risk, exposure and health outcomes of different policies impacting riding	Develop health benefit promotion program in partnership with SA Health and relevant industry stakeholder groups.	N	DIT Industry Bodies SA Health
1.7	Provide infrastructure and community information and events to encourage the use of active transport modes to major events	Continue to work with community organisations and Local Government to support the use of local streets for cycling, physical activity and movement.	N	DIT LG
		Develop a “Major Event Active Transport Plan” to support the rollout of infrastructure (permanent or temporary), journey planning information and advocacy on active transport to major events.	N	DIT ORSR SATC
		Support clear and consistent way-finding signage.	N	DIT LG

Objective 2

Accessible Cycling



A modern, convenient and safe cycling network

Making it easier and safer to ride

Improvements to existing cycling infrastructure and building of high-quality facilities will enable more people to ride for everyday trips.

The incremental expansion of bicycle facilities over many years has resulted in an extensive network of bicycle lanes on busy arterial roads. However, these bicycle lanes are often given over to car parking during the day and not present at intersections – where they are most critical for safety. Although existing bicycle lanes are adequate for confident riders, the lack of an attractive, well-connected and physically separated network prevents more people from taking up everyday riding.

Much of the wider community is interested in cycling; however, fear of aggressive driving behaviour and heavy traffic are barriers to riding to work or school. There is potential to encourage riding among the large group of people who never or infrequently ride by providing safer infrastructure that caters to their needs.

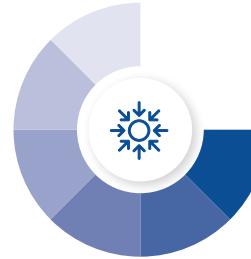
Initiatives		Action	Timeframe	Key Responsibility
2.1	Further develop the Greenways Cycling Strategic Network.	Deliver priority projects to further develop sections of the Greenway strategic cycling network *		DIT LG
2.2	Develop inner suburban bicycle boulevards	Deliver priority projects for the inner suburban bicycle boulevards *		DIT LG
2.3	Separate bike lanes on key arterial roads	Establish a program to identify high-priority routes and engage with key stakeholders as to opportunities to deliver separated infrastructure		DIT LG
		Deliver priority bike lane separation projects on key arterial roads		DIT LG
2.4	Fix identified gaps in the existing cycle network.	Identify and prioritise completion of critical infrastructure gaps in the cycle network		DIT LG
2.5	Design new cycling facilities to international best practices	Develop a Bikeway Design Guide and Toolkit		DIT ODASA
2.6	Establish a cycling infrastructure ownership and maintenance strategy	Work with Local Government to establish and implement an agreed cycling infrastructure ownership and maintenance strategy for all existing and new cycling infrastructure.		DIT LG
2.7	Improve opportunities for cycling in urban areas in South Australia, for locals and visitors	Work with Local Government and SATC to further develop appeal of regional cycling infrastructure, including urban areas in regional SA.		DIT SATC LG

* (See Section 9 - Priority Projects)

Objective 3

Integrated Cycling

Land use, transport and public transport planning working together



Making it easier to cycle Better cycling links

The transport network will be designed as a whole and integrated with the land use planning system to help create well connected, bike friendly, urban environments.

Planning tools will be prepared that require new development to incorporate good urban design principles that support active travel. Guidelines and design standards will also be developed to encourage best practice design.

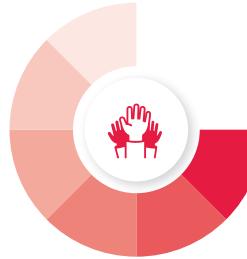
Planning for major infrastructure projects will include consideration of how the project will contribute to active travel and maximise opportunities for improved connectivity and public realm improvements.

By considering the needs of bike riders using public transport, catchments around stops, stations and interchanges can be expanded providing more people with the option of riding to catch public transport.

Initiatives		Action	Timeframe	Key Responsibility
3.1	Incorporate best practice design principles for cycling in land use planning tools	Integrate Bikeway Design Guide and Toolkit outcomes into Planning and Design Code.	L	AGD DIT
3.2	Ensure the needs of bike riders are included within the planning and development of open space, the public realm and streetscapes	Engage with the planning industry to educate and actively promote cycling opportunities and outcomes in land use planning.	L	AGD DIT
3.3	Ensure direct and well-designed cycle infrastructure and facilities are included in urban transport and infrastructure projects	Whole-of-Government policy that transport infrastructure funding programs must include dedicated funding for active transport infrastructure.	>> Ongoing	AGD DIT
3.4	Improve cycling infrastructure connectivity with the public transport network	Review existing and planned cycle networks in the context of access to the public transport network, including stations, interchanges and hubs. Provide safe, secure, and well-designed bicycle storage facilities at key public transport stations, interchanges and hubs	F N	DIT
3.5	Ensure cycling projects support the Road Safety Strategy vision (zero lives lost on our roads by 2050) by making cycling safer	Cycling projects and priorities to be reviewed and aligned with South Australia's Road Safety Strategy to 2031	F	DIT

Objective 4

Enjoyable Cycling



Cycling tourism, sport and recreation opportunities

More people cycling Making it easier to cycle

The simple joy of cycling is a reason many people ride - whether seeking a thrill, enjoying a mind-clearing, invigorating pedal or craving a change of scenery and the chance to be with nature.

Nationally, cycle tourism generates an estimated total annual expenditure of about \$2.4 billion.

South Australia offers a range of formal and informal cycle tourism opportunities, from small-scale trail tours like the Riesling Trail and Coast to Vines; to international events like the annual Tour Down Under, which has, in 2020, had an economic impact of almost \$70 million. Opportunities exist to further develop high-yield cycle tourism through niche cycling destinations.

Riding bikes can also help link people to our magnificent parks for family fun and the health benefits of being outdoors, whilst learning about nature and the care of parks. Establishing the Mount Lofty Ranges region as an international mountain biking destination will contribute to the local economy and create more recreational opportunities for visitors and locals.

Clubs and peak bodies will continue to play an important role organising and managing competitive and mass participation cycling events that cater to all levels and types of riders – from families and novices to elite athletes.

Initiatives		Action	Timeframe	Key Responsibility
4.1	Actively promote and market cycle tourism and recreational experiences	Work with SATC to develop a 'SA great short rides' program and phone app (or similar) to promote cycling tourism and recreational experiences.		SATC ORSR DEW Industry Bodies LG
4.2	Improve and expand off-road trails and mountain biking networks	Work with DEW in the expansion of off-road trails. Continue to provide grant funding for cycling infrastructure (e.g. BMX, trails).	>> Ongoing	DIT DEW LG
4.3	Support sport and recreational cycling organisations to provide effective leadership, services and programs	Undertake regular communication with local and organised cycling groups.		DIT ORSR
		Continue to support cycling and bike organisations to facilitate a broad range of programs, including modified activity options to attract under represented groups to cycling.		
4.4	Encourage closer collaboration between peak cycling organisations	Undertake regular communication with peak cycling organisations and encourage annual joint meetings and partnerships.		DIT ORSR Industry Bodies
4.5	Promote the development of cycling products and services in South Australia	Support the development of cycling products and services in South Australia.		DTI
		Attract new cycling technology and investment in manufacturing of cycling parts and accessories in South Australia.		
4.6	Continue to deliver world-class on and off-road cycling events designed to engage the public and drive participation towards cycling in all forms.	Continue to support and expand the Tour Down Under event.		SATC
		Investigate new cycling event opportunities for South Australia.		
4.7	Utilise the Tour Down Under and other large scale sporting events as opportunities to encourage physical activity and cycling	Encourage Bike SA and AusCycling to leverage the interest created by the Tour Down Under and carry momentum in between events to encourage more participation in cycling.		ORSR SATC
4.8	Encourage the advancement of high-performance cycling within SA	Deliver new South Australian Sports Institute (SASI), Adelaide Super-Drome refurbishment and wind tunnel, to ensure the Track Cycling Program and the home of Cycling Australia's High-Performance program can continue to attract, identify and develop athletes with the potential to perform at the highest national and international levels of cycling.		ORSR

9. Priority Projects

Information and Promotion



- Create a State-wide Digital Database of Cycling Infrastructure to support Apps, Maps and on-line publications and promotions

Greenways



- Deliver the Mike Turtur Bikeway overpass
- Define routes and staging for completion of Gawler and Grange Greenways

Bicycle Boulevards



- Partner with Councils on a prioritised program to improve cycling connections between inner suburbs and the city
- Deliver prioritised targeted safety improvements on key linear trails

Integrating Cycling into Major Projects



- Integrate key inner-west cycling links into the Torrens to Darlington project
- Deliver enhanced cycleways and trails as part of the Fleurieu Connections program

Major Events & Programs



- Continue to support the Way2Go Bike Education Program
- Leverage Tour Down Under to promote cycling tourism

Trails and Elite Sport



- Progress the next stage of the Amy Gillett Bikeway
- Complete the refurbishment of Adelaide Super-Drome at State Sports Park
- Develop missing links in cycling connections to the Mile End Sports Precinct as part of the SASI location relocation



10. Next steps

Delivering on the vision of the 2022-32 Cycling Strategy for South Australia will require all state government agencies, local government and key stakeholders to work together on the planning and delivery of the supporting program of activities.

Over the past 30 years a coordinated approach has been taken to developing a Strategic Cycling Network that consists of a hierarchy of Greenways, Bike Boulevards, Cycleways and linear routes that are “low-stress” routes away from high traffic areas.

In the past three years South Australian government has delivered or committed over \$60M of investment in new cycling infrastructure via a range of initiatives and funding sources. The 2022 - 2032 Cycling Strategy includes a proposed prioritisation for further investments in the Strategic Cycling Network and partner funded projects.

This draft of the 2022-2032 Cycling Strategy is released for consultation with the intent of engaging more broadly with stakeholders to ensure alignment around proposed priorities for initiatives and projects, and the sharing of responsibility for their delivery.

Following consultation, South Australian government will consider a validated priority list of potential further investments in infrastructure as part of its annual budget processes.

Find out more

Visit DIT.sa.gov.au/cycling



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