

Transport and our city

HOW PROTECTED BIKEWAYS IN THE CITY OF ADELAIDE ARE GOOD FOR BUSINESS

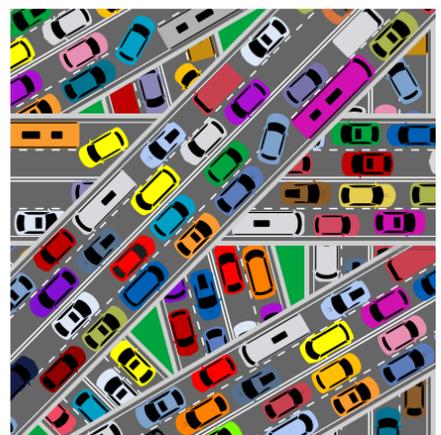


1.) HIGHER SPEND AT LOCAL BUSINESSES

When people walk and ride they spend more at local shops compared to drivers and visit more often. Increasing cycling will support the small businesses that are at the heart of our city.

2.) LESS CONGESTION MORE PEOPLE

Encouraging people to switch from driving to riding bikes brings more people to the city without needing to provide more roads and more car parking. It also encourages residents to do business locally. Making it easy to walk and ride attracts new residents and helps grow the city population.



3.) CARING FOR EMPLOYEES

Employees who cycle are more energised and productive. They also take fewer sick days. Over 5000 employees cycle to the City of Adelaide. Separated bikeways will keep them safe and encourage new riders.

4.) POSTIVE IMPACTS FOR PROPERTY INVESTMENTS

Investing in better walking and cycling infrastructure on a street decreases rental vacancies by up to 17%.



5.) A LIVEABLE CITY IN A GLOBAL WORLD

City streets with less noise and pollution appeal to visitors, entrepreneurs, employees, residents and new innovative business. Change is happening in leading global cities including Sydney, Melbourne, Canberra, London, New York, Auckland and Paris.

City of Melbourne

Fast tracking 44kms of protected Bikeways. Increasing footpath space. Reallocating car parking spaces.

London

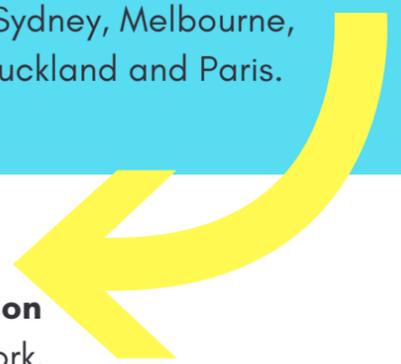
Investing **£154 million** a year to build a quality cycle network.

City of Sydney

Progressing a **\$200 million** protected bikeway network.

Auckland

Investing **\$640 million** in bikeways over the next 10 years





ADELAIDE?

Adelaide began planning for bikeways in 2012. In July 2016 the City of Adelaide and Government of South Australia announced they would jointly invest \$12 million for a north-south and east-west protected bikepath due for completion by 2019.

It took until 2025 to finalise the north-south bikepath (Frome Street). The design chosen seeped significantly more than half the funds.

In 2019, and again in 2021, Councilors decided against an east west-bikepath and funds were funneled to minor cycling upgrades. Why? A small, vocal group of business and property owners did not support transport policy that removed space from cars. Councilors chose to ignore the overwhelming public support shown through consultation.

In 2026 the City of Adelaide is yet to decide on an east-west bikepath route and begin construction.



City leaders need business support to make the transport change Adelaide needs to thrive.

In 2018 over 200 employers in London joined a successful call for separated bikeways (cyclingworks.wordpress.com). Business leaders inspired the first City of Sydney bike strategy.



WHAT CAN YOU DO?

Can your business or organisation add a positive voice to the Adelaide discussion and express your support for separated bikepaths in the City of Adelaide?

If yes, let us know at chairebikeadelaide.org.au

You can also let the Lord Mayor and Councilors know you want bikeways

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QUOTES FROM GLOBAL BUSINESS



'Business leaders inspired our first strategy in 2007 and they continue to lobby for cycling in our city because they know that traffic congestion costs billions each year in lost revenue and productivity.' Clover Moore, Lord Mayor City of Sydney

'The proposed North-South and East-West routes will help this city attract and retain the entrepreneurs and employees that London's businesses needs to thrive. Let's see them soon!' Harry Briggs Principal, Balderton Capital, London, Cycling works

'The staff and directors of Pollard Thomas Edwards cycle over 5000 miles per month on London's streets, and we support and encourage sustainable travel and living. These proposed dedicated cycleways will enhance London's reputation as a forward-thinking sustainable capital city, and make travel safer for our cyclists.'

The Partners, Pollard Thomas Edwards, London, Cycling works

SOURCES

Sources compiled by Bike Adelaide

with significant thanks to the efforts made in London to compile global evidence.

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