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Adelaide’s bikeability scored as part of national initiative

In an Australian first, We Ride Australia has scored every Australian capital on the ability to travel by bicycle between local destinations with Adelaide scoring 39 out of a possible 100.

We Ride’s Executive Officer, Peter Bourke, led the Bicycle Transport Analysis (BTA) project in Australia.

“While Adelaide scored well with good bicycle networks between major locations, the lack of connected infrastructure through the city centre reduced its score compared to other Australian cities,

“Coming into the city through the Adelaide parklands or along the river is very enjoyable, but many trips become high stress when entering the city,” said Peter Bourke.

“Destinations along Frome St benefit from great infrastructure, but the BTA analyses all routes within the city,

“The ratings and associated stress maps help pinpoint where and how cities can invest in infrastructure to make riding easier, more enjoyable and safer,

“Our objective is to enable cities and towns of all sizes everywhere to carry out basic network analysis for cycling and encourage them to build connected, convenient bike networks that we know encourage more short daily trips by bicycle,” Peter Bourke said.

“This has never been more important as many Australians have chosen to ride a bike during the COVID-19 pandemic because they felt safer with so little traffic on the roads,”

“Also, as we invest in COVID recovery we mustn’t forget that people arriving at local shops by active transport spend more money¹ and more local jobs are created²² building bikeways than roads for the same amount of money,” said Mr Bourke.

The ratings system was developed by We Ride’s partners in the USA and uses open source, publicly available data. More than 650 North American, European and Australian cities have now been scored with Adelaide comparable to cities such as Washington DC (38) and Detroit (41). The closest cities in Australia are Brisbane (40) and Perth (42).

Bike SA CEO Christian Haag said “this is an inciteful tool that clearly showcases those local councils that are investing in more sustainable and healthy road networks and shames those that are failing their constituents who wish to ride their bicycles more, young and old.”

¹ For a summary of the evidence, Sustrans, 2019. Accessed 3.11.20:

<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

² Mining Recovery Act Data for Opportunities to Improve the State of Practice for Overall Economic Impact Analysis of Transportation Investments. 2012, AASHTO, Accessed 3.11.20:

http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP08-36%28103%29_FR.pdf

The Bicycle Transport Analysis will be extended in 2021 and Local Governments wishing to participate in the program should contact We Ride Australia.

Contact:

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Further information:

- The BTA's utilise open source data, including the Australian Census and OpenStreetMaps (OSM), Qgis along with GIS data made available by cities and Councils.
- The full range of city maps and breakdown of the scoring can be seen at www.weride.org.au/bta
- International city scores can be seen at <https://bna.peopleforbikes.org/#/>