



The Bicycle Institute of SA
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Diverse transport systems are healthy transport systems

17 October 2018

Hon. Stephan Knoll
Minister for Transport, Infrastructure, and Local Government
Minister for Planning
GPO BOX 1533, Adelaide, SA, 5001

Dear Minister,

King William Street south, City of Adelaide

We understand that the State Government intends to upgrade the tramline between South Terrace and Victoria Square, to match the standard established north of Victoria Square. This is an excellent opportunity to also provide safe separated cycling infrastructure on the southern section of King William Street.

The need for separated bike lanes in this location has been discussed for a number of years. The Mike Turtur Bikeway is the most used cycling route into the City, but stops at South Terrace. Riders then travel unprotected for the remainder of their trip into the city. This already well used route would be even more popular if it provided the 60% of the population who describe themselves as "interested but concerned" with protected cycling all the way to the heart of the City.

Infrastructure matters. Providing separated bikeways is proven to increase rider numbers and reduce car use in increasingly dense cities, such as Adelaide. Every dollar invested in bikeways saves your Government money. If integrated as a part of the tram stop redevelopment, which will already require a complete street makeover including curb lines, you can deliver further savings to tax payers.

The Adelaide City Council's plans for Victoria Square include a bicycle hub, to encourage people to commute by bike instead of car and leaving bikes, perhaps having a shower, before walking the short remaining distance to their work. This would be far better patronised if the hub could attract people who are currently intimidated by sharing major city streets with cars by providing a protected bike lane to this central park 'n' go location.

We realise retailers may fear a separated bike lane would involve some loss of car parking, on which they believe their business depends. However, the vast majority of street users (employers, employees, customers) do not park on the street itself and car parking is the least economically productive land use for urban areas. In fact if well designed, similarly to the (now well-received) Frome Bikeway, there would be an important economic benefit for businesses along the street. Certainly the current level of office and retail vacancies indicates that the street needs revitalisation. This is the opportunity to bring this about.

There is plenty of evidence from overseas that demonstrates that cyclist and pedestrian friendly streets are good for business. The Heart Foundation's [Good for Business](https://www.heartfoundation.org.au/images/uploads/publications/Good-for-business.pdf)¹ provides case studies from San Francisco, Washington DC, London and elsewhere indicating the economic benefits of making streets more welcoming for pedestrians and cyclists. (It also provides evidence that local retailers commonly over-estimate the proportion of their customers who arrive by car.)

Perhaps the best-known, most carefully researched evidence is from New York, following the dramatic increase in cyclist infrastructure in the first decade of this century. The city's Department of Transportation produced a report on the outcomes: [The Economic Benefits of Sustainable Streets](http://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf)², which reveals dramatically increased business compared with comparison sites that did not have the treatment – along with much lower level of injuries for all road users.

Although we don't have statistical evidence from South Australia, it is obvious that the most prosperous locations in Adelaide are those that are cyclist friendly.

A separated bike lane will encourage customers to the area by providing a buffer to traffic, so reducing noise levels. Using the template provided by Frome Street, it would also beautify the street. Ideally the upgrade would also have the effect of reducing maximum traffic speeds to 40km/h or so, further reducing noise and increasing safety.

For the safety and health of City users, and the health of City businesses, please take this unique opportunity to provide high quality separated cycling infrastructure on this important corridor.

To ensure a successful project, taking advantage of all possible opportunities, we request a meeting with the team developing plans for the project to discuss options at their earliest convenience. During this meeting we would appreciate the opportunity to hear their views as well as ask the following questions:

- 1. What process has been undertaken to understand the transport needs of the street including observations and research into the current safety for riders?**
- 2. What process has been undertaken to assess the role King William St South plays in the cycling network within ACC and connecting to surrounding suburbs?**
- 3. Is separated cycling infrastructure in current plans?**
- 4. What consultation is planned?**

Yours Sincerely,

Katie Gilfillan
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¹ <https://www.heartfoundation.org.au/images/uploads/publications/Good-for-business.pdf>

² <http://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf>

The findings are also discussed in a Youtube video: https://www.youtube.com/watch?v=E85HMNJix_o&feature=youtu.be