



"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

Bike Adelaide (formerly the Bicycle Institute of South Australia) advocates for safe and inclusive cycling infrastructure in Greater Adelaide. Bike Adelaide proudly advocates for people who choose to cycle as part of their regular commute, recreation as well as the sheer enjoyment of riding a bike. Furthermore, Bike Adelaide has an interest in sustainable transport systems as a mechanism to deliver better health, environmental, economic and accessibility outcomes for the people of Adelaide.

Bike Adelaide has provided considerable input and support to the City Bikeways Project over 4 years.

1. City Bikeways history

Firstly, it is important to note the hard struggle which was undertaken to ensure the North/South Bikeway was delivered. Today it would be difficult to find a person who believes this Bikeway has cost the city rather than provided benefit. We must remember this. No change is easy.

Initiatives such as bikeways, which provide the infrastructure needed to reduce cars on the road and increase space for people, are being embraced world wide because they work. It is that simple. It is essential that the City of Adelaide Bikeway's story has a happy ending.

We thank the City of Adelaide for the opportunity to comment on the proposed route and design. Please find our comments below.

2. Proposed design

Bike Adelaide supports the kerbside bikeway design approach as set out in the East-West design guide. Separation of cyclists from motor vehicles is required on high traffic roads for safety and comfort.

The street conditions along the route provide a great opportunity for a successful bikeway with wide streets, low off-peak traffic volumes and significant potential for street upgrades including greening and art to not only attract bike riders but also to attract people walking and visiting. With many schools on the route and students that use public transport the bikeway could make their walk a lot nicer (more protection from cars, less traffic noise, more greening etc).

We want to see this bikeway support business on the street as has happened in other cities. For schools, what better way to teach students about climate change and health than to provide a protected bikeway straight to their school?

We highlight the following requirements to ensure safety and comfort in design and delivery:

1. The Bikeway width delivered is 2.5m except at pinch points (e.g where outdoor dining areas already exist)

2. Riders are protected at intersections with a Dutch style intersection approach (planned for future delivery when funds are available).
3. Sufficient buffers are provided to prevent dooring from parked cars/delivery vehicles
4. The Gawler Place contraflow lane is well designed for bike safety.
5. Signals at Gawler Place allow for quick, safe and easy bicycle movements.
6. Concrete kerbing (for buffers) should not be 90 degrees but rather sloped to prevent pedal strike.
7. Side street turning movements are safely managed by delivery tight turning corners to slow traffic speeds.
8. Safe landing spaces and crossing points for pedestrians/car drivers are provided
9. Drivers are provided with good visibility of bicycle lane traffic
10. Contraflow bicycle access is provided along Gawler place from Pirie Street to Wakefield street to increase connectivity to the new bikeway from the east.
11. A smooth cycling surface is provided

As details such as buffer widths are not provided it is difficult to discuss specifics. Our hope is to support the delivery of a high-quality design to support pedestrians, cyclists, businesses, car users, everyday city users. We are open to support to assist with this by engaging in meaningful conversations. We would also appreciate the opportunity to engage on design options if for example the street speed limit was reduced to 40km/hr with a place focus.

3. Bikeway design toolkit

A Bike Adelaide review of the options provided in the toolkit concludes the options provided are safe for cyclists and provide an effective form of physical separation clearly delineating space for cyclists with the additional protection of parked cars. This is a significant safety improvement to the current painted white line. **What is also important is that the toolkit options allow the east-west bikeway to be delivered as a continuous route as soon as possible, with future upgrades.**

The toolkit outlines effective low-cost options that provide protection to bike riders. Although a car can travel through a flexipost they can also travel over kerbs, through greening and into houses if losing control as has been demonstrated by multiple car accidents in recent weeks. No option is fully car proof.

The options provided in the toolkit have all been successfully implemented in cities around the world.

Where possible and within budget Bike Adelaide would like to see concrete buffers with landscaping used to add greening to the street for all users (with sloped kerbing to prevent pedal strike).

4. Alternative design

Bike Adelaide strongly opposes centre running bikeway options and is concerned about the inclusion of this untested and unsafe design option in the consultation materials. This design option is rarely used internationally for the following reasons:

- It is difficult for riders to access a centre of the road bikeway
- The design introduces new complexities to the road system that are difficult to understand including for many international students/visitors (who may already be trying to adapt to travelling on a different side of the road)
- There are no benefits to the design compared to a kerbside design
- The broader benefits to pedestrians are lost (bikeways provide a buffer to cars when kerbside)

It remains unclear if the City of Sydney will continue with the Oxford Street design approach. Through our conversations with cyclists in Sydney we have heard there is significant opposition to the proposal from regular riders. Furthermore, the consultation materials imply there is a benefit to car parking loss if a centre of the road option is provided which is not tested. The process and rationale for the inclusion of this option requires additional explanation from the City of Adelaide.

5. Proposed route

Bike Adelaide supports the proposed route as a way to deliver a safe low-stress access point for people entering the city from the west and east. **Importantly, to maximise the benefit of the proposed route, the Gawler Place treatment should be extended to Pirie Street. This would provide riders with critical route options to connect with the new bikeway from the East, therefore maximising investment.**

The route:

1. Ensures closures to Victoria square do not close off bike access.
2. Brings riders close to the areas of the city with high employment density/rider activity (Franklin Street)
3. Links to key entry points for cyclists from the parklands
4. Increases transport accessibility

Despite the above support, we would like to highlight our preference for a direct route along Flinders/Franklin Street. This would maximise return on investment.

We understand the route has not progressed along Flinders Street due to a backlash from business. While the businesses on Flinders may believe they have had a win with the route being redirected, evidence on property price uplift, reductions in rental vacancies, retail spend, and gains to business from street investment offer a different story; they may have just fought against what is likely to be the best thing to come to their street in the next 50 years. What is their loss with be another's gain? Business/residents/schools along the proposed Bikeway route will benefit instead.

6. Transport accessibility

The proposed route and design maximises use of road space to increase transport accessibility for people coming by bike while maintaining access for motor vehicle traffic. The design provides the opportunity to increase the movement of people along the route without having to increase road width. Encouraging people to leave their car at home by providing good alternative options will encourage and enable more people to come to the City of Adelaide, while freeing up car parking for people that require a car for the trip.

Cycling is an accessible transport mode usable by people of all ages especially for trips up to 5kms. A significant proportion of city visitors live within 5kms. Electric bikes add an extra surge to the potential.

7. Delivery

It is exciting to see the proposed delivery process replicate successful initiatives globally. Delivering a cost effective and quick to deliver design that links with long term strategic goals and maximises the use of existing funding for the cities benefit is a great approach.

The affordable option proposed importantly allows for the complete delivery of the route in a quick timeframe.

8. Car parking

Bike Adelaide notes the choice of route allows for the retention of high volumes of on street car parking. By delivering a safe protected bike route car parking demand will also be reduced. It is important to provide sufficient car parking for:

- People with physical needs
- Taxi drop off/pick up
- Student drop off for younger students/students with special needs
- Convenient deliveries

9. Bike parking

We encourage the City of Adelaide to invest in cycle parking along the route.

10. Street upgrades

Our hope is that as much greening is delivered as possible with the initial roll out, supported by a longer-term strategy for more greening as funds become available, and an arts strategy to brighten up and brand the route. Using the Market Quarter Branding for the Franklin section would also link the bikeway to the Central Markets. There is significant potential to make a great street for people.

11. The East-West Bikeway process - concerns

As this is the first opportunity for the public to provide feedback on the East-West Bikeway we would like to note the following concerns with the process:

- Councillors allowed a minority voice to stop public consultation on a Flinders/Franklin Bikeway before it began in 2017 and have prevented any consultation since on this route. A motion by councillors specifically prevented any City of Adelaide staff from progressing the concept. As a result, sadly, to our knowledge staff have never had the opportunity to show a design, talk with or interact with concerned businesses on Flinders Street (the route suggested by expert transport planners). **We would question if this meets community expectations about how City of Adelaide councillors manage important public policy decisions.**
- It has been difficult for the public to determine if transport decisions made by the City of Adelaide councillors are evidence based.
- Is the City of Adelaide inclusive? Discussions on the City Bikeway's project have sadly alienated people who bike. They do not feel welcomed in the city. **The actions of councillors have spread the message "you are not welcome here"**. This is particularly difficult for City of Adelaide residents that cycle and feel alienated and disrespected by those that were elected to represent them. Visitors to the City of Adelaide been ignored with councillors stating they are working for ratepayers. Visitors are the backbone of the City of Adelaide. **As 64% of visitors do not come by car and yet they are provided with only around 15% of street space the inequity is significant.**
- Delivery of the East-West Bikeway has been delayed in the Council chamber for over 3 years. Over this time the City of Adelaide's focus on prioritising motor vehicle traffic over pedestrians, cyclists and public transport users whilst simultaneously delaying the City Bikeway's projects requires analysis. What successes has this focus brought to city business, arts and culture?

12. City Access Strategy process - concerns

We encourage the City of Adelaide council to rapidly finalise the City Access Strategy (12 months overdue) and take on the transport advice which was provided to you by the external consultants in this report. It is unclear, and again a concern for good public policy management, how and when it was decided to stop public consultation on this document or why release to the public is delayed. It is also unclear which route was proposed for the East-West Bikeway in this strategy.

Significant questions need to be answered about how council is making significant transport decisions; on what advice and at what cost?

13. Broader transport planning - What are Bike Adelaide's network priorities?

Under a 'four Cs' approach, bicycle routes need to be Comfortable, Connected, Continuous, and Consistent. However, to create cycling networks from individual routes, additional, strategic considerations are required. Bike Adelaide has adopted the following:

1. Connect catchments to destinations – the ACC area continues to be metro Adelaide's main destination due to the concentration of employment, services, entertainment and retail. However, even locally, the better that routes connect supply (residential catchments) and demand (destinations), the more they will be used and the more that goals around cycling will be achieved.
2. Separated facilities – from both traffic and pedestrians. To attract the most cyclists, cycle routes need to be separated (or mostly separated) from traffic. Off-road paths designated for shared use create their own issues with pedestrians, particularly when volumes of walkers and/or cyclists are high, tidal and/or concurrent; being a second-best result in these conditions.

Regarding separated facilities, we generally oppose two-way travel being provided on one side of the carriageway. European research has found negative safety outcomes with this design philosophy, as drivers do not adequately yield to cyclists coming from a path on the passenger side. Nonetheless, this may be appropriate (and supportable) if the facility has no cross-overs or junctions; and/or provides direct linkage to a two-way shared path.

3. An "8-80" network – this will be achieved in the first instance with a coarser grid of separated routes that can be accessed by low-stress connections, low speed limits (40km/h to 30km/h) in residential streets helping to establish the appropriate local cycling environment, and safe crossings of major roads. 8-80 refers to a network suitable for use independently by a child aged 8 years up to an adult aged 80 years.

Thank you again for the opportunity to comment on this exciting and positive project. Bike Adelaide supports the proposal and looks forward to following the next steps.

Warm regards,



Katie Gilfillan, Chairperson