

Enquiries: Mr Neill Phillips, Traffic Management Officer  
Reference: ACC2010/136142

**26 July 2010**

Mr John Underwood  
Chairperson  
South East City Residents Association (SECRA)  
PO Box 7017 Hutt Street  
**ADELAIDE SA 5000**

Dear Mr Underwood

Thank you for your letter dated 15 July 2010, concerning Council's decision to remove the Copenhagen style section of bike lane that was trialled in Sturt Street, Adelaide.

The Lord Mayor has requested that I respond to you on his behalf.

As you are aware, the separated bike lane on Sturt Street is to be removed following strong objections from many members of the community.

I am please to advise that Council is committed to cyclist safety within the City, primarily through the Bicycle Action Plan 2008-2011, by creating opportunities for cyclists with the completion of the primary bicycle lane network and installing on-street and off-street self secured bicycle parking at key locations.

This also includes optimising further opportunities for cyclists by completing the secondary bicycle lane network and providing secure off-street bicycle parking, as well as completing the last stages of the Park Lands Trails by the end of 2011/12.

I note your concerns relating to on-street bike lanes where they are located between parked and moving vehicles. Whilst some cyclists may prefer to ride in a separated bike lane, lanes located between parked vehicles and travelling vehicles are a recognised facility, not compromising rider safety.

I note SECRA's request for Council to introduce 'off road' bike lanes, similar to the one located at on the eastern side of Frome Road between North Terrace and Victoria Drive. Although this type of bike lane is 'off road', there are still lower level concerns associated with not only turning vehicles, but also pedestrians.

Unfortunately, the amount of road space required to have a separated bike lane from pedestrians is very limited within the Central Business District, and certainly would not work in higher pedestrian volume areas.

Consideration could be given where footpaths are wide enough, and there is increased cyclists demand and where pedestrian volumes are relatively low. The Council is always looking at new ways of increasing the amount of bike riders within the City and works closely with such organisations as Bicycle SA and the Bicycle Institute of South Australia (BISA) in which cyclists can communicate and suggest improvements to ensure that there is the right amount of facilities to assist with the increased demand.

Council also has a Free Bike system called City Bikes in the City in which visitors, workers and residents can hire a bike and ride around the City, pick-up from one location and drop-off at another, reflecting the commitment which Council has towards creating an accessible City with sustainable transport to deliver safe walking and cycling networks.

As for speed limits applying to cyclists and the use of speed indicators to advise the cyclist and others of the speed in which they are travelling on a shared pathway, these are certainly noted suggestions, however the enforcement of cyclists allegedly speeding on a shared path would be extremely difficult and something in which Council has no jurisdiction over. As it currently stands South Australia Police (SAPOL) is the only Government agency which can expiate moving violations, which includes speeding.

Consideration will certainly be given to your suggestions. Council can display leadership for, and commitment to cycling, by advocating for cyclists and working with others to promote and educate.

If you should have any questions regarding this matter, please contact Mr Neill Phillips on telephone 8203 7412 or by e-mail at [n.phillips@adelaidecitycouncil.com](mailto:n.phillips@adelaidecitycouncil.com).

Yours sincerely



**MICHAEL SEDGMAN**  
General Manager Accessible City