

**SOUTH-EAST CITY
RESIDENTS
ASSOCIATION INC.**

strengthening our community

PO Box 7017
Hutt Street,
Adelaide SA 5000

15 July 2010

The Right Honourable The Lord Mayor of Adelaide, Michael Harbison
Adelaide City Council
GPO Box 2252
ADELAIDE SA 5000

Dear Lord Mayor

I refer to Adelaide City Council's recent decision to remove the section of bike lane that was trialed in Sturt Street.

The South East City Residents Association (SECRA) hopes that the decision to remove the bike lane is simply because this particular location and design was unsuccessful and that Council remains committed to the introduction of improved and safer facilities for bike riders within the City of Adelaide.

The majority of bike lanes within the City of Adelaide are "on road" bike lanes which are located between parked vehicles and moving vehicles. On road bike lanes are dangerous as not only do bike riders have to concentrate on those close moving vehicles on their right hand side but they need to watch out for parallel parked cars opening doors and angled parked cars backing out. To make matters worse many of these bike lanes disappear at locations such as intersections, narrow sections of roads, etc. where cyclists are very vulnerable.

SECRA is of the view that the Council should be introducing "off road" bike lanes such as the one located on the eastern side of Frome Road between North Terrace and Victoria Drive where the bike lane is located alongside the pedestrian footpath. While it is acknowledged that this has the potential for collisions between cyclists and pedestrians it is not uncommon to have shared motor vehicle and pedestrian zones such as the one in Peel Street and this appears to work satisfactorily. Likewise off road pavements incorporating bike lanes and footpaths are successfully used throughout Europe.

Prior to the widespread introduction of shared pedestrian and bike zones within the city a number of trial sections could be installed in association with an education program for both pedestrians and cyclists. Speed limits could apply to cyclists and during the trial period speed indicator monitors (similar to those units used to advise motorists of their speed but smaller) could be setup along these trial sections.

Those dedicated, competent, lycra clad cyclists will ride on the roads regardless of whether or not there are bike lanes. The people that should be encouraged to ride cycles within the city are those people who would like to ride but are not confident in tackling Adelaide's city streets. In particular residents of the south eastern precinct of the city who wish to ride into the CBD have no choice but to ride along a number of busy streets.

Also while the Park Lands Trail has provided residents with much improved recreational cycling tracks the trail still does not allow cyclists from the southern side of the city to access the River Torrens Linear Park without having to ride on busy roads such as North Terrace and Hackney Road.

It is requested that Council give consideration to the matters raised above.

Kind Regards

John Underwood
Chairperson
South East City Residents Association (SECRA)

cc Councillors

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