

29th August, 2024

communityengagement@marion.sa.gov.au

Dear Transport Team,

Draft Walking and Cycling Guidelines

Thank you for the opportunity to comment on the Draft Walking and Cycling Guidelines.

Bike Adelaide (formerly the Bicycle Institute of SA) has been advocating for utility cycling since 1974. We represent the interests of people who cycle to work, school, shops and for other daily activities. Our aim is to not only represent existing cyclists but to assist all levels of government in their aims of converting the significant proportion of the population who say that they would cycle, if conditions were safe enough, into active cyclists and protecting the safety of the cyclists who do use our roads and other facilities.

Firstly, Bike Adelaide wish to congratulate you on creating guidelines that not only provides sound design concepts but also incorporates proposed routes. It is encouraging to sight a route plan together with design concepts. We also applaud the release of the four plan in tandem with draft guidelines.

The development of a Walking and Cycling Hierarchy is also commendable as it builds a destination based network which is most likely to appeal to active transport users.

Reading through the differing treatment types Bike Adelaide offers the following information:

- On road cycle lanes – while cost effective this treatment does little for cyclists confidence as they remain exposed to high vehicle proximity and speeds, also a risk of ‘dooring’. A combination of other treatments would be preferred, however should painted bike lanes be pursued, a greater degree of safety and amenity can be achieved with painted buffers such as at Duthy St in Unley and Angas St in Adelaide.
- Shared spaces – managing vehicle speed within these zones is a critical factor in their success.
- Sharrows – while useful for clarifying wayfinding, our understanding is that the presence of sharrows does NOT impart priority for cyclists under law. We believe that pavement markings and signage have little impact on drivers expectations of road use. Substantial infrastructure is required to manage driver expectations and behaviour.

- Mid block refuges –should have sufficient capacity to hold longer bikes such as cargo bikes, several bicycles to accommodate parents riding with children, children riding together, or users crossing at the same time, including with prams, dogs or mobility aids as this puts pressure on crossings during peak times, especially when traffic flow in each direction is asymmetric.
- Kerb protuberances – there is a need to ensure that these devices do not create squeeze points for cyclists, should be used in low speed environments.

We hope this feedback is viewed positively and assists you in building a network which enhances active transport and appreciate the effort the Council has invested in developing these guidelines. Bike Adelaide hopes to collaborate with you to increase the benefits of your four year plan.

A handwritten signature in black ink, appearing to read 'S Janes'.

Stephen Janes

On behalf of the Committee

Bike Adelaide