



Cycling for the Environment, for Health, for Pleasure

Campbelltown Bicycle Plan Draft Report

Submission of the Bicycle Institute of South Australia

The Bicycle Institute of South Australia is a cyclist advocacy group active since 1974. Originally formed as the Cyclist Protection Association, we exist to explain to governments the need to improve cycling conditions and to oppose measures that will make conditions more dangerous. In a sense we represent not so much existing cyclists but “proto-cyclists” – the significant proportion of the population say that they would cycle if conditions were safe enough.

We write to congratulate the City of Campbelltown for commissioning a new Bicycle Plan, and to support its adoption. We think that the new Bicycle Plan integrates well into the Council’s Strategic Plan 2010-2020. The Bicycle Plan’s implementation will provide valuable support to the Strategic Plan’s first goal: providing a quality lifestyle that meets the changing needs of the community.

We particularly value the plan’s feature of creating a network of residential streets that are safe and comfortable for riders of all ages. As well as the benefits for cyclists, those living on the streets will come to appreciate the amenity improvements slower, more considerate driving can bring.

We also look forward to the elimination of gaps in the network of arterial road bike lanes. Too often bike lanes disappear when they are needed most.

One missing element that we urge the Council to consider is the construction of separated (compared to shared) bike and pedestrian paths in the River Torrens Linear Park. Shared use paths provide a refuge from motor vehicles, but they too often also create conflict between pedestrians and cyclists, particularly when they are less than 2.5m wide.

While cyclist should expect to travel at pedestrian speeds when cycling along short lengths of footpaths adjacent to roadways, it is not reasonable to expect this for the much longer distances of the Linear Park. Similarly, pedestrians in the Linear Park should not be expected to keep their dog on a tight lead, discipline themselves to walking on one side of the path only, or walk in single file when in groups.

There is usually plenty of space for separate pedestrian and cyclist paths in the Linear Park. The main barrier is the cost (though we would argue that this should be considered in terms of the health benefits to the community). Careful thought should be put into prioritising where separate paths are created. Where they are not justifiable on grounds of cost or lack of space, we urge the creation of passing locations – short lengths of shared use path that are wider than usual, enabling cyclists to pass pedestrians, or even narrow sections of one-way bicycle path to allow cyclists to bypass the main path and those on it.

We urge Council to include in the Bicycle Plan measures to reduce the conflict between pedestrians and cyclists. Separate paths are the ideal, but where this is not possible, we urge

other measures, including careful local design of paths and an educational campaign to promote considerate sharing of the paths.

Again, we congratulate Council on its draft Bicycle Plan and look forward to publicising its adoption through our cycling networks.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'F. Patterson', written in a cursive style.

Fay Patterson
Chair