



**THE BICYCLE INSTITUTE OF SOUTH AUSTRALIA**  
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***Cycling for the Environment, for Health, for Pleasure***

16 February 2017

The Honourable Stephen Mullighan MP  
Minister for Transport and Infrastructure  
GPO Box 1533  
Adelaide, SA, 5001

Dear Minister

**Cyclist access under new infrastructure projects**

The Bicycle Institute of SA has been representing the state's utility cyclists for over forty years. As the Chair of the Bicycle Institute, I write to seek clarification about cyclist access between the River Torrens and North Terrace under two infrastructure projects: the Riverbank development west of King William Street and the redevelopment of the old Royal Adelaide Hospital site. At both locations, high-quality cyclist infrastructure is warranted, but the Bicycle Institute has not been able to confirm that such infrastructure is being considered.

I realize that to some extent responsibility for this is shared between the State government and the Adelaide City Council and I am therefore sending a similar letter to the Lord Mayor.

***Riverbank Redevelopment***

As you are probably aware, the River Torrens Linear Path is the most-used utility cycling route into the City, as well as being a popular tourism and recreational route. As you mentioned at our AGM, the numbers using it in peak hour are equivalent to a lane of traffic.

Both State and local government profess to want to increase cycling levels, however access between the River Torrens Linear Path and the CBD west of King William Street is poor and at times (such as at the moment) it is almost impossible. In normal times, cyclists use Festival Drive under the plaza and then up the steep climb to Station Road. These roads used are actually designed to access car parks and do not cater for cyclists at all, but are better than nothing.

Of course we hope that the redevelopment of the Riverbank will improve this situation, but given the lack of consideration for cyclists currently, and given artists' impressions showing only stairs, we fear that things may instead become even worse.

It is difficult to see how State government goals for increasing cycling can be met when arterial cycling routes are closed for over a month with no consultation and the imposition of circuitous detours - on both sides of the River Torrens, during the current festival season. Nor can we see much hope when future planning for access to/from important routes may involve cyclists being left to their own devices, including shouldering their bicycles (if they are capable).

We seek your assurance that cyclists will be catered for in the Riverbank Redevelopment, and would welcome the opportunity to help in the design of this.

We also strongly advocate for state government to identify the most important cyclist routes (e.g. the River Torrens Linear Path and Greenways) and to require these to be covered by the same provisions regarding event road closures as public streets. While this would not necessarily ensure that they are treated with the same respect, this would send a message to event organizers that these have a transport function and at minimum advertise closures in advance of the event.

### ***Old Royal Adelaide Hospital site***

Here, the situation is one of opportunity rather than desperation. The Park Lands Trail is a magnificent loop ride around Adelaide, designed for tourism and recreation. Sections of this are also very popular with the utility cyclists that the Bicycle Institute represents.

Although the Trail is a wonderful addition to the cycling experience, undoubtedly the most embarrassing section is that adjacent to Hackney Road, particularly at the corner with Botanic Road. Here, a heritage building and large tree combine with the busy, ugly intersection to spoil what is generally an idyllic ride. Cyclists must dismount to use the pedestrian crossing and share the narrow path with pedestrians.

It is my understanding that early planning for the Park Lands Trail had the route passing between the Botanic Gardens and the buildings of the Royal Adelaide Hospital, using an existing access road. However it appears that neither institution was amenable to allowing this to happen. The redevelopment of the site is clearly an opportunity for the Park Lands Trail to be re-routed to this alignment, to maintain the high quality normally experienced.

So far, the information released regarding planning has not given us comfort that cycling is being considered. We are hopeful that the benefits of our proposal are obvious, particularly as this would provide an opportunity for commuter cyclists to avoid having to share the footpath with pedestrians on Frome Road when accessing the East End.

We seek your support to ensure that a cyclist route through the old Royal Adelaide Hospital site will be provided.

Once again, we would be happy to be helped with the design.

Yours Sincerely,



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Chair, Bicycle Institute of South Australia