



THE BICYCLE INSTITUTE OF SOUTH AUSTRALIA
111 Franklin Street, Adelaide 5000
chair@bisa.asn.au
Cycling for the Environment, for Health, for Pleasure

Mr Wally Iasiello
Director of Technical Services
City of Port Adelaide Enfield
wally.iasiello@portenf.sa.gov.au

20 March 2017

Dear Mr Iasiello

Cyclist access proposals past the Palais at Semaphore

Thank you for the opportunity to put our view on the options before the Council.

We preface our opinions on the four options with two comments:

1. We have not seen a risk assessment to justify the closure of the path to cyclists. We note that the common approach of identifying a possible risk and then eliminating it through banning an activity is **NOT** a risk assessment or an appropriate risk management approach.
2. We understand that the ban was put in at the behest of SafeWork SA. We are very concerned at the precedent set by this. The path is a public thoroughfare. It was not constructed for the use of the Palais. In a case like this, public access should always have been maintained and if any safety concerns arose, any remedy should have fallen onto the employer and affect the employer and employees, not the cyclists using a public asset to ride past a private site of employment. It is abundantly obvious to us that it is the Palais' use of the path that should have been curtailed.

While all four options have both pluses and minuses, our clear preference is for **Option 4**. This may be obvious given our prefatory comments. We believe that the Marquee Building should never have been built where it is, both on ecological grounds and because of the movement conflicts that it creates. Option 4 would also be least disruptive for cyclists.

Both Options 1 and 2 require cyclists to ride around the Marquee Building. Of the two, Option 2 would be more comfortable for cyclists. However we appreciate the competing value of protecting the dunes and would accept a decision to use a boardwalk instead.

Option 3 enables cyclists to maintain direction but still leaves possible congestion and conflict problems.

Note that there is a discussion of the options on the AdelaideCyclists website. You may be interested to read the views expressed. In particular, we endorse a proposed interim solution, on the basis that whatever remedy is chosen will take time to implement. Our preferred approach to this would be to remove the ban immediately, with any closure only reinstated after a formal risk assessment is presented to Council, demonstrating why closure of a public road is warranted. If this is untenable, the existing path closure should at least be time limited to only those times when the Palais is actually open. The offensive nature of the path closure is most evident in its completely unnecessary impact on cyclists when the Marquis Building is not in use.

Thanks again for the chance to provide input.

Yours sincerely,

A handwritten signature in black ink that reads "F Patterson".

Fay Patterson BE MAITPM

Chair, Bicycle Institute of South Australia