



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

23 May 2017

Lord Mayor Martin Haese  
Adelaide City Council  
GPO Box 2252  
Adelaide 5001

Dear Lord Mayor

I write to you about three developments of concern to cyclists: the upgrading of Gawler Place, the review of on-street bike parking and Currie/Grenfell Streets.

***Gawler Place***

We understand that Council is planning to alter Gawler Place between Grenfell Street and North Terrace to improve it as a destination and to improve walking conditions. The Bicycle Institute is sympathetic to both of these objectives, but we also want to point out how important Gawler Place is for cyclists.

With current building works, and as part of the Riverbank upgrade, there is now no cycling access from the River Torrens Linear Path to the CBD between Morphett Street and King William Street. King William Street itself has no bicycle facilities and those on Morphett Street would only suit confident cyclists.

For the less confident cyclist using the River Torrens Linear Path, then, the only comfortable routes into the CBD are the West Terrace bike path – far to the west, and accessed via Gaol Road, with few good east-west connections into the CBD; Kintore Avenue, providing a direct connection into Gawler Place and the major Rundle Mall destination; and Frome Road, which has no current extension into the city and is inconveniently east of the CBD for cyclists coming from the west.

Given this situation, Kintore Avenue is a crucial link between the River Torrens and the City. It will remain so even after the construction of planned Bikeways due to the importance of Rundle Mall as a destination, and of course its extension is Gawler Place.

At the moment there is no north-south route through the city for cyclists between King William Street (which itself has no bike facilities) and Pulteney Street (which has a partial treatment south of Rundle Street). Gawler Place would be an ideal route if cyclists were allowed to ride counter-flow on the one-way sections between North Terrace and Wakefield Street. (And onwards to the City of Unley via a counter-flow bike lane in Chancellery Lane to Angas Street, use of minor streets in the south of the City and Park Lands paths that already exist – with direct access from Unley to the Mall benefitting City businesses.)

Council has now had experience with allowing cyclists to travel counter-flow on one-way streets and knows that it can be safe – even safer than using much busier two-way alternatives.

Our plea is that Council recognises the strategic value of a cycling route from the River Torrens Linear Path to Angas Street using Gawler Place and that the current planning of the section between North Terrace and Grenfell Street does not jeopardize this.

### ***On-street bike parking***

While we are very wary of any removal of on-street cycle parking, we do accept the need for a review. We are aware of some instances where on-street parking has been installed in locations where there is already plenty of bike parking on the kerb to meet existing demand. We do not want to see bike facilities that are unused, so creating a backlash among non-cyclists.

Having said that, we ask that before any on-street parking is either relocated or removed, Council considers:

- whether there is easily available nearby parking and space for more such parking to cater for future needs, and
- the impact on local businesses. Businesses that have outdoor dining in particular may want more car parking, but would be upset if the space outside their business was used as a loading zone, which would be the case if it were designated as 15 minute parking. We ask that businesses are consulted as part of the review.

### ***Currie/Grenfell Streets***

We understand that DPTI is proposing a review of the streetscape design for the Currie Street/Grenfell Street bus corridor. Given the barrier to cyclist access presented by Rundle Street, we are hopeful that such an upgrade would not further limit access by bicycle. Further, we are aware that several minor local routes cross Grenfell and Currie Streets, whose utility to cyclists could be unrecognised by non-cyclists and which could be severed by upgrade proposals. We would appreciate being kept informed about this project and request that BISA be consulted as key stakeholders at an early stage.

Yours Sincerely,



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