

## **Cycling for the Environment, for Health, for Pleasure**

### **The Parade Masterplan**

Submission of the Bicycle Institute of South Australia

21 June 2018

The Bicycle Institute of South Australia is a cyclist advocacy group that has existed since 1974. Originally formed as the Cyclist Protection Association, we exist to explain governments of 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.

While we doubt that the measures being proposed here will create an environment that would feel safe enough for these proto-cyclists to ride on The Parade, they are a step in the right direction. Bicycle crash data indicates that The Parade is a hot spot for cycling crashes. We believe that these measures will lessen the danger. However we believe that more can be done.

In particular:

- any reduction of on-street parking will lessen the danger of cyclists being “doored” and so is to be welcomed. The remaining few visitors to The Parade who expect to park on the street itself should be taught to park elsewhere.
- the extension of the median, particularly at Sydenham Road, will create a much safer crossing of The Parade for this Bikedirect route.
- lower speeds are an obvious benefit. The current posted speeds are anachronistic. No arterial roads in the inner suburbs should be 60kph. It is particularly important that the posted speed be reduced between Fullarton Road and Osmond Terrace if the planned changes go ahead, because they will reduce the side friction from parking manoeuvres and right turning vehicles, so increasing speeds.
- the widening of the bike lane to 1.5m is supported, but we think that this is still too narrow, given the lack of an apparent buffer to prevent dooring and a 3m lane that is quite narrow for the many buses that use The Parade. We note that a number of traffic lanes in the City of Adelaide that do not have buses (e.g. Pirie Street) have 2.7m lanes. We recommend that the median lane on The Parade be reduced to 2.7m, both to lower traffic speed and to provide space for a bike lane that is buffered from the indented parking.
- bike lanes on The Parade between Portrush Road and Osmond Terrace should be possible. A mere 30cm reduction in the footpath (i.e. from 4m to 3.7m) would enable the nearside lane to be reconstructed as a 3m traffic lane with space for a 1.2m width bike lane and a .4m buffer between the bike lane and parked cars.

We are concerned that restrictions on car movements on The Parade will shift traffic onto Beulah Road and William Street, both of which are important Bikedirect routes. It is vital that measures be taken to reduce speeds on these streets as well.

Both Beulah Road and William Street should be posted at no more than 40km/h. Ideally the roads would be designed to encourage slower speeds than this, but we cannot wait for this. We note that Council voted \$1 million for the 2017-2018 budget to complete the Beulah Road bikeway but we have seen nothing of this expenditure on the road itself. Also, it would be interesting to see traffic speed data before and after the share bike/parking lanes on William Street were replaced with parking lanes and sharrows. We think that the wider traffic lane may have encouraged higher speeds.

Please don't hesitate to either phone or email me to discuss further. The Bicycle Institute can draw on leading professional advice to provide input into the design process – expertise that is experienced in balancing the competing demands for space in the public realm.

Yours Sincerely,

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

Dr Ian Radbone  
Committee member, Bicycle Institute of South Australia